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New Erie-Lackawanna piggyback terminals may mean **millions** in added revenues . . . . . p. 24

September 18, 1961

RAILWAY AGE WEEKLY

B&M Gets Set For TOFC Boom

Road builds open-end terminal that will handle 150 TOFC trailers daily, requires no switching . . . . . p. 14

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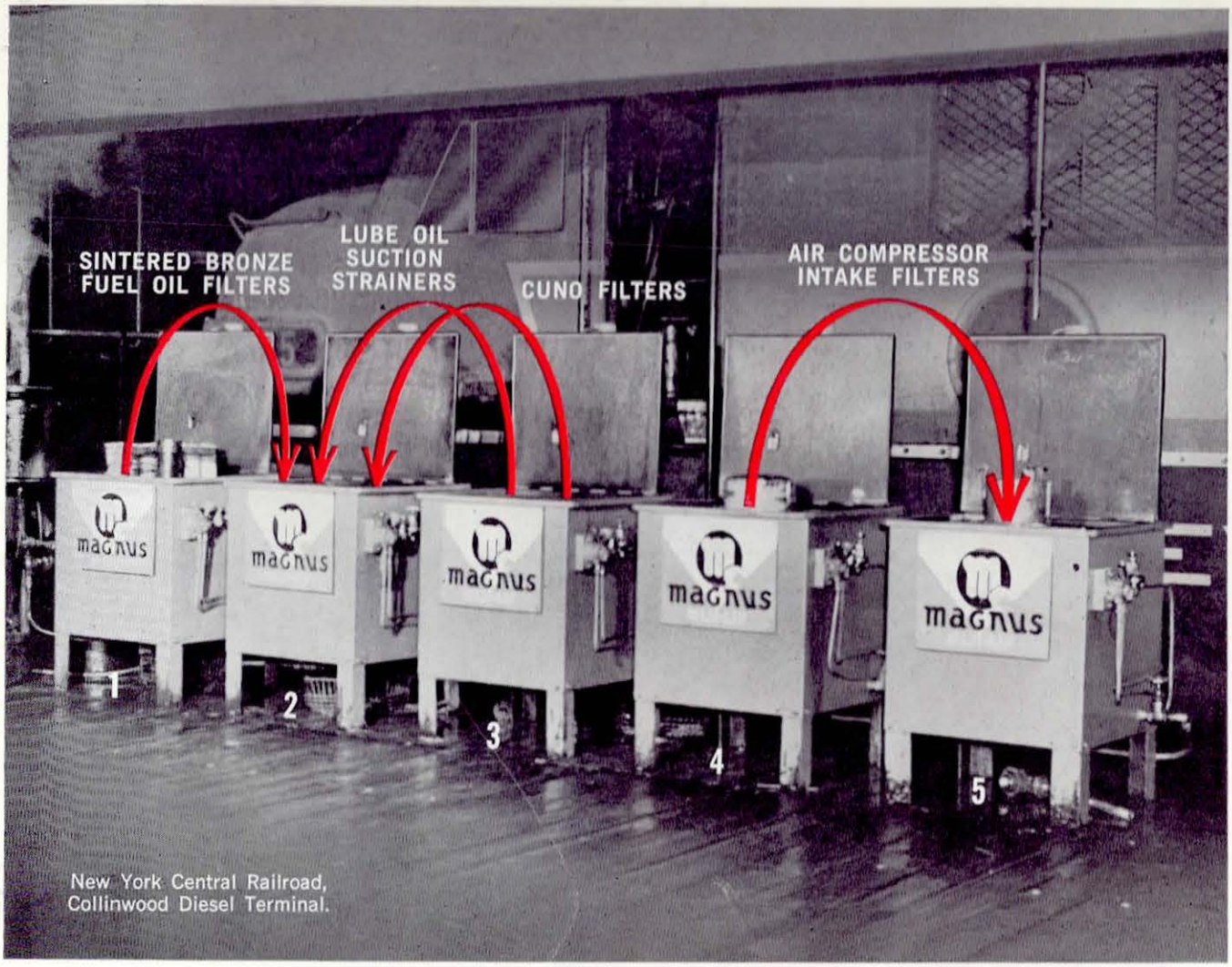

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A major round of a three-year fight by long-haul truckers against rail piggybacking by major freight forwarders has ended in a court decision sustaining the forwarders and rejecting trucker demands that forwarder piggybacking be curtailed.

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(*Continued on page 17*)

WATCHING WASHINGTON WITH WALTER TAFT

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THE EVIDENCE is on record in the pending case, No. 33105, which involves a joint complaint of New York City and the Port of New York Authority. Examiner R. J. Mittelbronn has pointed it up for the ICC in his proposed report in the case.

PRINCIPAL ALLEGATION of the complaint assails present rates on fresh fruits and vegetables from Florida to New York City, which are $57 per car higher than rates to New Jersey points in the metropolitan area. The differential was established in 1957, thus ending 75 years of rate parity. Also to the fore in the case are New York's fears that its produce terminals and markets will be transferred to Jersey.

THE EXAMINER RECOMMENDS that the Commission require restoration of parity on the New Jersey basis. Parity is favored also by two of the defendant railroads, New York Central and Erie-Lackawanna—but they want it on the $57-per-car-higher New York basis. Principal defendants are Pennsylvania and Baltimore & Ohio who oppose the complaint in its entirety.

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UNUSUAL FEATURE of the report is what the examiner calls his "parenthetical, personal appraisal" of the railroads' problem. There he attributes the below-cost rates to the competition of unregulated trucks, and suggests that railroads might well employ for this traffic one of the piggybacking plans which have "already proven economical." The only alternatives "to some such constructive action" appear to be handling the traffic at a loss or letting the trucks have it, the examiner adds.

TIME-LAG in the case also bothered Mr. Mittelbronn. He notes that the complaint was filed more than two years ago, and that it took a year and a half to get the case through the hearing stage—due to postponements requested by the parties. All of which suggests to the examiner "the desirability of some change in the rules of practice to expedite the administrative quasi-judicial process."

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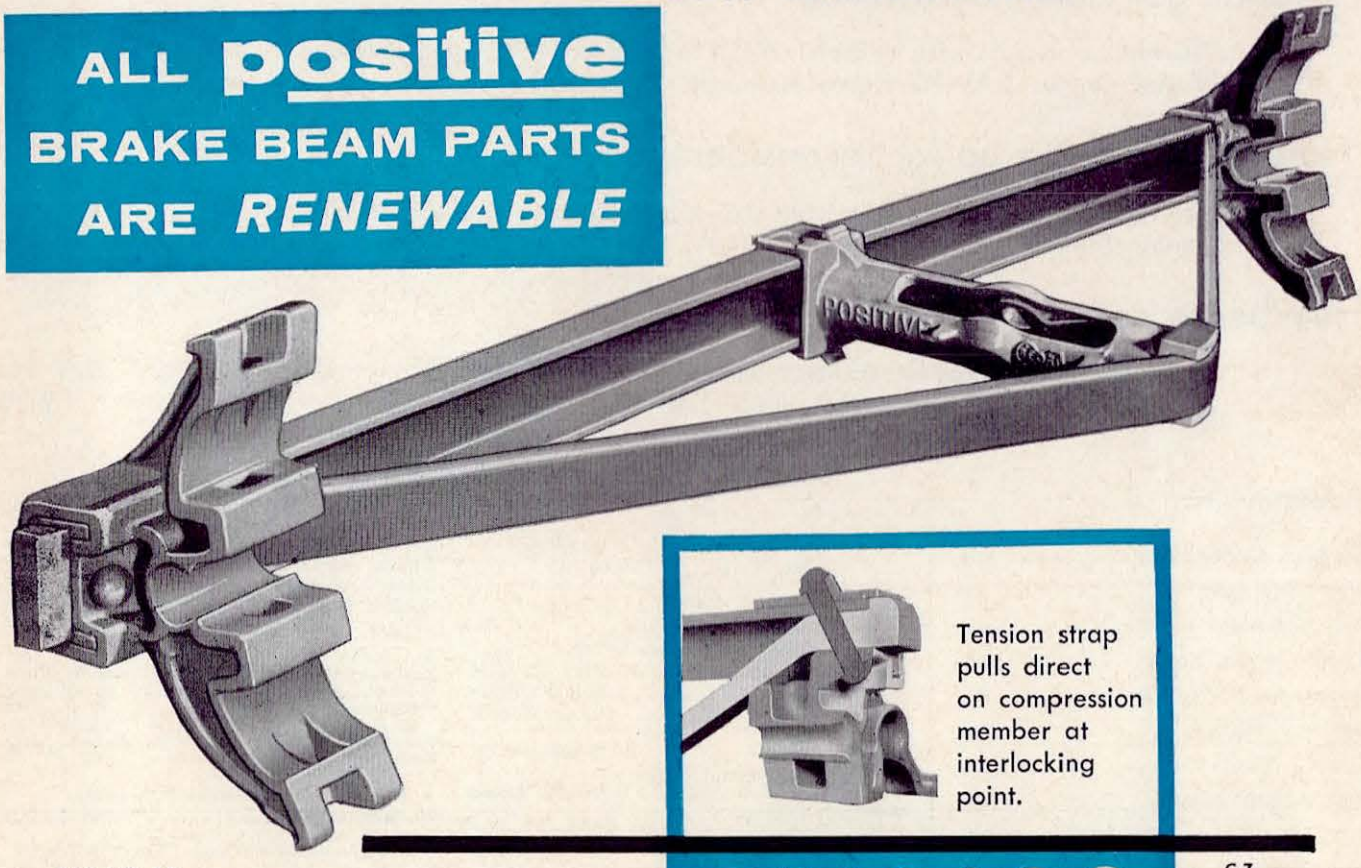

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WEEK AT A GLANCE

CN opens new automatic yard at Montreal

The $30-million facility, one of the world's largest classification yards, can classify up to 7,000 cars a day. It has a total standing capacity of 11,000 cars p.22

New E-L terminals may boost revenues sharply

The joint piggyback project planned by the Erie-Lackawanna and six highway carriers is now functioning. The terminals necessary to the plan have been completed p.24

For '62: 10-13% gain foreseen

Carloadings in 1962 probably will rise 10-13% above 1961 levels, says Simmons-Boardman's director of research. Total carloadings are expected to reach 33-34 million p.52

The Action Page—What target for non-ops?

The traditional union program has outlived its usefulness. Should not unions campaign for measures designed to promote the health of the railroad industry? p.56

Short and Significant

First U.S. revenue trip of the German 'Auto-Porter'...

demonstrated here by North American Car Corp. (RA, Jan. 23, p. 35), is expected to take place this week on the Baltimore & Ohio.

Railroad employment decreased 7.62%...

in mid-August 1961, compared with the same period in 1960. Steepest decline was among maintenance of equipment and stores personnel, 11.02%.

Allegheny Regional Advisory Board...

predicts a 16.3% increase in fourth-quarter carloadings, compared with actual fourth-quarter 1960 loadings. Biggest increases are expected in iron and steel products and raw materials.

Current Statistics

Operating Revenues	
7 mos., 1961	$5,172,751,368
7 mos., 1960	5,649,149,714
Operating expenses	
7 mos., 1961	4,202,969,598
7 mos., 1960	4,469,217,816
Taxes	
7 mos., 1961	559,167,016
7 mos., 1960	617,207,528
Net railway operating income	
7 mos., 1961	181,605,194
7 mos., 1960	354,593,181
Net income estimated	
7 mos., 1961	81,000,000
7 mos., 1960	248,000,000
Carloadings revenue freight	
35 wks., 1961	18,732,344
35 wks., 1960	20,951,288
Freight cars on order	
Aug. 1, 1961	10,644
Aug. 1, 1960	26,658
Freight cars delivered	
7 mos., 1961	20,011
7 mos., 1960	35,295

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Rockefeller for 3-Way Merger

► **The Story at a Glance: Governor Nelson A. Rockefeller of New York last week gave unqualified support to the New York Central's position in the ICC case which involves competing applications of that road and the Chesapeake & Ohio for authority to control the Baltimore & Ohio. At the same time the governor advanced three recommendations for solution of the general transportation problem, calling for creation of a department of transportation within the federal government, repeal of the 10% tax on fares and "a coordinated approach to railroad consolidations, acquisitions and mergers."**

New York state and several of its communities favor a three-way merger embracing the New York Central, Chesapeake & Ohio and Baltimore & Ohio. Their presentations to that effect were made at last week's sessions of ICC hearings on competing NYC and C&O applications for authority to control B&O.

The New York officials, led by Governor Rockefeller, thus went all the way in endorsing NYC's position. While Central's evidence in the case is in support of its application to control B&O, A. E. Perlman, Central's president has made it clear that his road's objective "has always been a three-way merger."

Commission hearings on the applications, in recess since mid-July, were resumed September 11. They are being held in Washington before Examiner John L. Bradford. Governor Rockefeller was the first witness. He was accompanied by several members of his staff, including Arne C. Wiprud, director, New York State Office of Transportation.

As he briefed it, the governor's position is: (1) a prompt three-way consolidation is essential to the public interest; (2) the pending applications for control of the Baltimore & Ohio should be disposed of in a manner to assure an early three-way consolidation; (3) failing agreement on a three-way consolidation, the Chesapeake & Ohio application should be denied, and the application of the New York Central should be granted subject to conditions requiring that the B&O stock be trusteed and a merger application be filed within a specified time.

"It is my considered opinion," Governor Rockefeller said, "that granting the pending application of the Chesapeake & Ohio to acquire stock control of the Baltimore & Ohio would be contrary to the public interest. Such control would threaten the economic health, the efficiency and indeed the survival of the New York Central. This would be harmful to families, communities, industries and transportation not only in my state but in the entire northeastern part of the United States."

Elaborating on this statement, the governor cited testimony of Central officers who expressed fears that C&O control of B&O would weaken Central's competitive position in the profitable Central Freight Association Territory and thus impair its ability to sustain its deficit operations in New York state. Mr. Rockefeller also said he thought his proposal was feasible. He called a three-way merger the "constructive solution," but would have the Commission approve a Central-B&O merger if C&O declined to go along.

The federal department of transportation which he recommends is visualized by Governor Rockefeller as an agency which would "pull together all executive functions and responsibilities of the federal departments relating to the various forms of transportation." It would have "the affirmative responsibility of formulating an overall national transportation policy creating a frame of reference for all activities, both public and private, in the field of transportation.

Of his call for repeal of the 10% fare tax, the governor had this to say: "If the railroads were allowed to retain the more than $200 million a year which they now collect for the government in such taxes, it would be a tremendous shot in the arm . . . and would help them precisely in the area in which they are losing the most money —that of passenger traffic."

In calling for a "coordinated" approach to railroad mergers, Governor Rockefeller explained that he was re-

(*Continued on page 17*)

GN-NP-CB&Q Merger Hearings Put Off to Oct. 10

Paul A. Rasmussen, chairman of the Minnesota Railroad and Warehouse Commission, explaining why the Minnesota and Montana state commissions had asked the ICC to postpone scheduled hearings on the GN-NP-CB&Q merger application, said that the "epidemic of railroad mergers has caught the country entirely unawares—especially here in the West. The railroads have spent five or six years planning this merger and the states need some time to evaluate its impact on their economies."

Acting on the petition of the Minnesota and Montana commissions, which had been concurred in by the state commissions of Iowa and Wisconsin, the ICC last week postponed the opening of the scheduled hearings from September 19 to October 10. Mr. Rasmussen said they had asked that the hearings be set back until after May 1, 1962 and that he was disappointed in the short postponement but "when you are dealing with the Interstate Commerce Commission you have to be satisfied with what you can get."

The chairman of the Minnesota commission said that he had also urged the proceedings be granted a hearing before the three commissioners of Division 4. ICC turned down this appeal but Mr. Rasmussen said there is still a possibility that the public in the 17 western states would be represented at the hearings by a board of three to five commissioners drawn from the interested state commissions. He denounced the ICC procedure that would permit "one examiner who has never conducted a merger hearing to sit in a matter of this magnitude."

The Interstate Commerce Commission had referred the GN-NP-CB&Q merger application to Hearing Examiner Robert H. Murphy for hearing and a recommended report.

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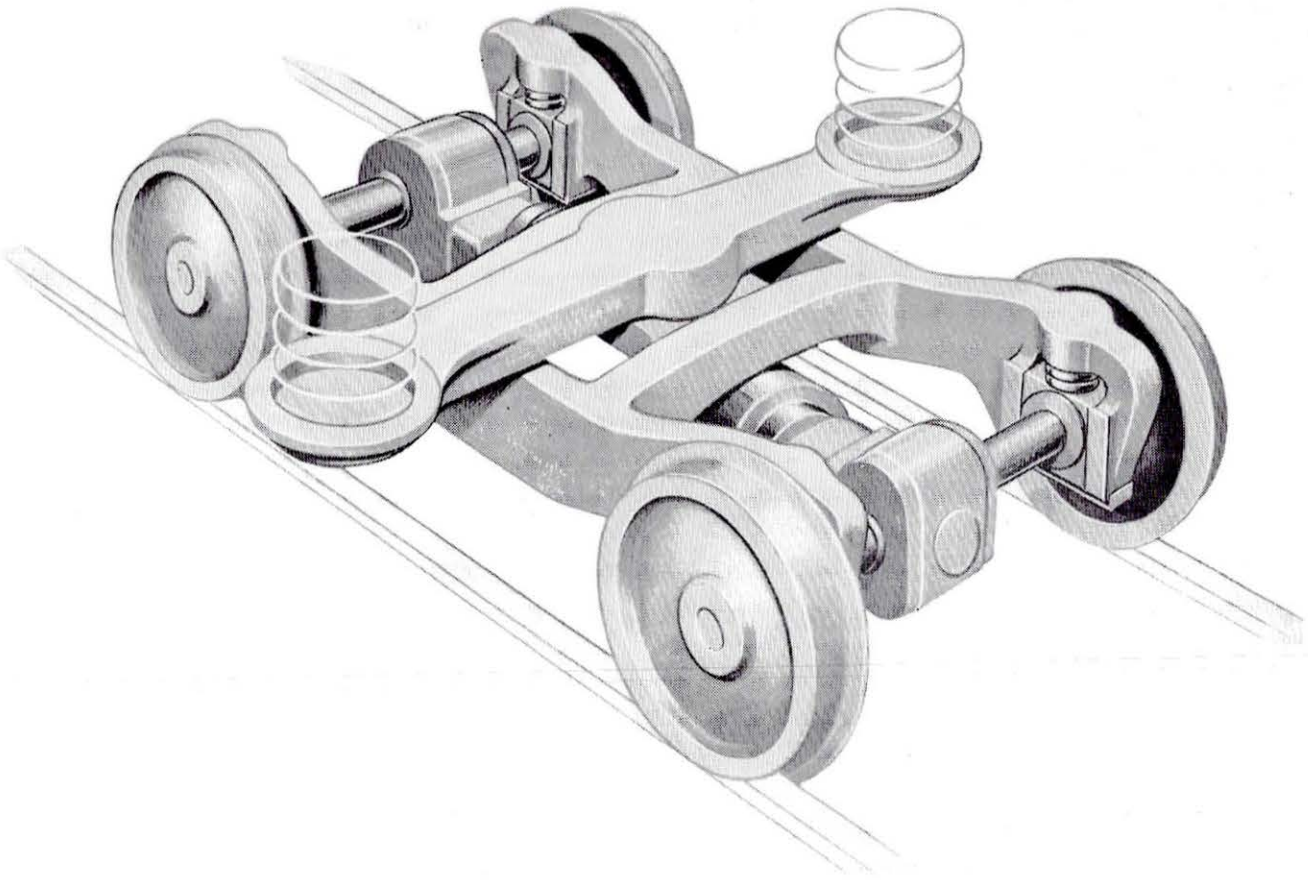
THE COST FIGURES were submitted by the railroads. Examiner Mittelbronn calls them "sparse," but they comprised the only cost evidence he had. He interprets them as showing "clearly" that, "with few exceptions," the rates to both New York and New Jersey stations "fail to cover the total line-haul out-of-pocket rail costs." Moreover, the figures indicate that losses are greater on traffic to New Jersey than on New York shipments.

THIS SHOWING prompted the examiner to suggest that the railroads may want to seek higher rates on this traffic, since they are proposing increases on transcontinental perishable traffic in another case. Thus the recommended condemnation of the differential is without prejudice to a future rate-increase proposal which would not destroy the integrity of any rate group. The proposed condemnation is based on a finding that the differential has not been justified by the required showing of dissimilarity in transportation conditions.

UNUSUAL FEATURE of the report is what the examiner calls his "parenthetical, personal appraisal" of the railroads' problem. There he attributes the below-cost rates to the competition of unregulated trucks, and suggests that railroads might well employ for this traffic one of the piggybacking plans which have "already proven economical." The only alternatives "to some such constructive action" appear to be handling the traffic at a loss or letting the trucks have it, the examiner adds.

TIME-LAG in the case also bothered Mr. Mittelbronn. He notes that the complaint was filed more than two years ago, and that it took a year and a half to get the case through the hearing stage—due to postponements requested by the parties. All of which suggests to the examiner "the desirability of some change in the rules of practice to expedite the administrative quasi-judicial process."

BULLETIN:



GENERAL STEEL PRODUCING NEW LIGHTWEIGHT TRUCK

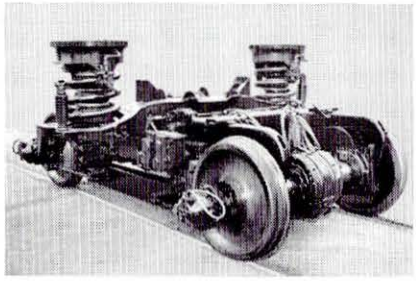
The General 70, a new family of lightweight trucks created to provide improved rail passenger comfort at higher operating speeds, is now available for production from General Steel Industries.

The new trucks are the latest advancement in truck design for mainline, commuter and rapid transit service and are the most recent example of General Steel's leadership in designing, engineering and manufacturing components for railroad and transit equipment.

General 70 trucks have one-piece cast steel frames, which insure correct wheel and axle alignment. Also, the double-spring arrangement holds unsprung weight to a minimum, contributing to a better ride and lower maintenance.

The basic General 70 design accommodates a wide variety of components such as motors, springs and brakes, in any combination to meet the needs of the user.

General Steel, having served the railroads throughout the world for nearly 60 years, is the leading producer of trucks, one-piece underframes, underframe ends, and a variety of other specialties for passenger cars, freight cars, and locomotives.



Commuter car version of the new General 70 lightweight truck—proven in service.

Save time and money—get the proven designs from the proven source: General Steel Industries.

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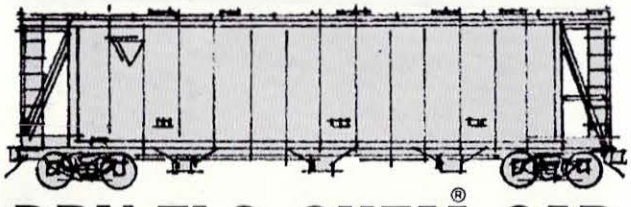
NOW SHIP RESINS IN THE NEW



DRY-FLO CHEM® CAR

General American designed its new DRY-FLO CHEM Car to protect plastic resins from contamination and moisture pickup. It is being used by 18 of the major producers of polyethylene, polystyrene and polypropylene. The unique feature which makes this car better than any other for bulk transportation of contamination-sensitive, free-flowing solids is General American's patented nozzle for pneumatic unloading.

The DRY-FLO CHEM car is built with three separate compartments, each with its own nozzles and hatches. Exterior carlines—pioneered by General American—provide a smooth unbroken ceiling surface and hopper corners rounded on a 2½" radius minimize product retention inside the car.

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Thinking Must Match Equipment Gains

► **The Story at a Glance: Meetings of the Coordinated Mechanical Associations along with the concurrent exhibits of the Allied Railway Supply Association drew nearly 4,000 railroaders to Chicago last week. While exhibitors at the Hotel Sherman and at outdoor track exhibits presented dramatic evidence of technological progress, speakers at the three-day sessions stressed the need for equal progress in railroad services, pricing, marketing procedures, selling and public relations.**

Amid exhibits and discussions demonstrating the rapid pace of technological development in railway equipment fields, speakers at last week's Coordinated Mechanical Associations meetings in Chicago warned that marketing, public relations and political activities may not be keeping pace. Importance of increasing railroad activities in these realms was a theme of Reading President E. P. Gangewere who spoke at the annual luncheon of the four groups last Tuesday.

"Our thinking will have to be new, different, imaginative and dynamic," Mr. Gangewere told the assembled mechanical officers attending the three-day sessions of the Air Brake Association, Car Department Officers Association, Locomotive Maintenance Officers Association, and Railway Fuel & Operating Officers Association. "The extraordinary problems which railroads and suppliers face in the decade of the Sixties cannot be met by ordinary 'run-of-the-mill' methods."

Calling for the simultaneous surmounting of what he termed "Six Steps for the Sixties," Mr. Gangewere predicted that "Transition through Technology," Step One, will continue at an accelerating pace. Along with increased locomotive efficiency, he foresaw progress in remote control of railroad operations, replacement of the box car by container systems, increased standardization of rolling stock, and more effective management control. "We should recognize that the railroad is really nothing more than a continuous conveyor belt . . . which can compete successfully with the bulk-moving ability of water carriers, the speed and flexibility of highway carriers, and the specialized transportation of the pipeline," he said.

New concepts which will enable railroads to offer services and prices that will make it possible for them to compete for traffic, were indicated as Step Two in Mr. Gangewere's plan. Among these are containerization and piggyback, the "integral train," diversification, and realistic depreciation policies. "Improving the service," Step Three, involves realistic freight train schedules which are consistently fulfilled. "When traffic departments," Mr. Gangewere said, "have firmed up commitments with shippers and consignees, all departments of the railroad should see that they are made good."

"Pricing for Profits," Step Four, must, during the Sixties, involve giving traffic and sales organizations better tools in the form of transportation costing. "Our competitors are well equipped with knowledge of their costs," Mr. Gangewere observed. "In a similar way, we in the railroad industry must know, not guess. . . . Our efforts to attract traffic by passing on our lower costs to shippers are hampered by legislation, and one of our battles ahead is the fight for greater freedom in pricing."

"Selling with Spirit," Step Five, combines modern market research with imaginative marketing procedures. "We can find out what is moving in the areas we serve and how it is moving," Mr. Gangewere said. With this information and its analysis railroads should be able to hold traffic, regain traffic, and generate new business.

"The first five steps are largely within the abilities of the railroads to realize themselves. The sixth and final step, 'Winning Public Opinion' involves others," Mr. Gangewere warned. "Acceptance of the fact that it is time for a complete cure of transportation policy defects is the one step that must be accomplished if the railroads, and transportation as a whole, are to survive this decade. Everyone must join actively in fighting for the legislative objectives embodied in the railroads' 'Magna Carta.'"

"Many of the problems which beset the railroad industry are basically legislative and political in character," C. M. Roddewig, president of the Association of Western Railways, told last Monday's CDOA meeting. "These difficulties are so severe as to almost preclude any real progress within the industry through new technology unless they are remedied. We do have within the industry the capability of solving these legislative and political problems if we can successfully mobilize the railroad workers of America in a positive program to that end.

"It has been a combination of equipment, price, and service that has brought about the tremendous growth of piggyback business," Mr. Roddewig explained. "Development of new equipment and the use of new equipment sometimes run into financial difficulties, but not into regulatory problems of the type that are today strangling the American railroads. When railroads have attempted to bring into play the second ingredient in attraction of new business—pricing of service when handled in new types of equipment—we have run into very, very serious gov-

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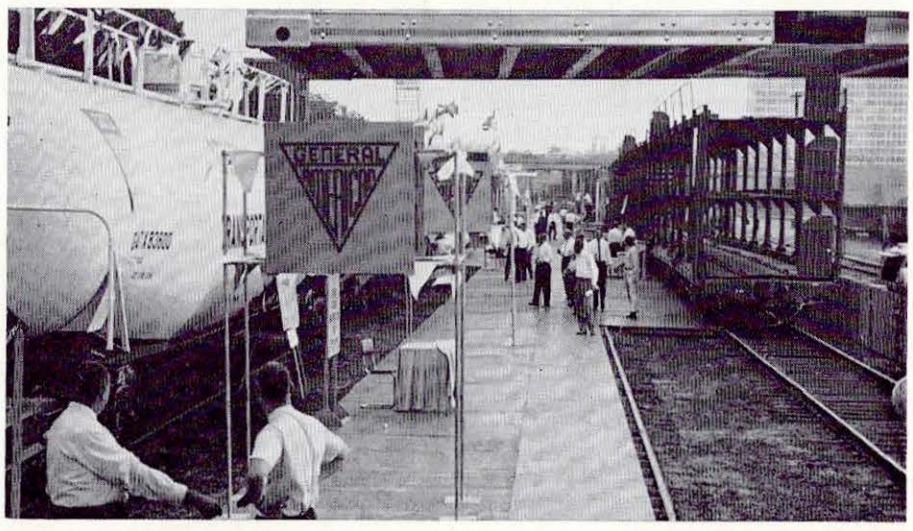

SPECIALIZED EQUIPMENT like these tank and auto rack cars typified exhibits at the track display of the Allied Railway Supply Association. About 80 pieces of new equipment were shown on over a mile of track.

TERMINAL DESIGN is geared to efficient handling of trailers and containers. For flexibility, yard was designed to unload trailers and containers to the side and at an angle for dispatching in any desired order.

Boston & Maine Gets Set for TOFC Boom

► **The Story at a Glance: Piggyback traffic has to be delivered to the receiver promptly on arrival—or it's likely someone else will get the business on the next trip. With this in mind, the Boston & Maine, as part of its East Cambridge Industrial Development, has come up with a bold new idea in yard designs, exclusively for handling piggyback traffic. The yard will handle between 150 and a maximum of 174 piggyback trailers, with an expansion area for an additional 100 units. The design eliminates the old method of circus-type loading and unloading over ramps.**

The key to operation of the new yard, permitting selective unloading of priority trailers and containers, is the new Paceco TransTainer designed to B&M operating specifications. The special operating features include the ability to head road trains into the yard, with no preliminary switching, and the ability to unload trailers and containers with the TransTainer at an angle, so they may be delivered in any sequence required.

As piggyback volume increases, some new operating problems are turning up —and some new solutions are being found.

As Boston & Maine's General Manager—Piggyback Operations, Charles F. Yardley, puts it, "With more volume coming in from more points all over the country, some trailers are coming in facing one way and some another. With circus unloading, you have to separate the cars facing east from those facing west.

"Also," Mr. Yardley adds, "if you have a car of perishable traffic, hanging beef, say, that has to go to the receiver first thing Monday morning, unless the yard goes to work and does some switching, you may have to unload every trailer on the train to get at the one you need."

To avoid these problems, and to achieve the flexibility necessary to an efficient operation, B&M has designed a new rampless piggyback facility for its Boston terminal area. When the yard—already in partial operation—is completed in October, B&M's old piggyback yard will be removed to make way for a new bulk perishable yard. Both the piggyback facility and the bulk perishable yard are part of B&M's redevelopment program in the Boston terminal area.

The major advantage of the new design is the flexibility achieved by fast, selective unloading, without the necessity for switching. In the past, B&M has found, it has often been necessary—in the process of getting freight cars from the receiving yard to the piggyback terminal—to hump the whole train and switch out the piggyback cars. Now, with the double-ended yard in operation, road trains are headed in as they come off the road. The motive power is head-pinned and run light to the engine house. Piggyback trailers or containers are ready to be unloaded on the spot.

Conversely, outbound, the facility is suited to the latest possible receipt of trailers for loading onto flat cars, preblocked for westward destinations and through-service connections.

To go along with the double-end yard design, B&M is using two Paceco TransTainers, self-propelled overhead cranes built by the Pacific Coast Engineering Co. of Alameda, Calif. Paceco is a pioneer in trailer- and container-handling equipment.

"With this Paceco equipment," says Mr. Yardley, "we can reduce the overall time required. All our thinking in planning the yard points up the re-

quirement of speed so far as the customer is concerned."

With the angle-unloading TransTainers, Mr. Yardley adds, "You don't have to lower any of the stanchion devices. You don't have to lower the bridge between the cars. All you do is unlock the pin. The crane control is sensitive enough to drop the trailer's fifth wheel pin right on the stanchion slot."

The operating advantages of the skewing device permitting angled loading and unloading are important, Mr. Yardley says. They permit selective dispatching, because every trailer is available for over-the-road traffic.

The second TransTainer, a carbon copy of the first received, contains the added characteristic of an integrated electronic scale. To minimize "horsing" trailers about the piggback yard by eliminating the need for hauling trailers between the grounding point and a conventional highway trailer scale, Paceco, with Fairbanks-Morse Co., collaborated on engineering into TransTainers a device for weighing the trailers while they are suspended in the loading or unloading operation.

As yet, no general illumination has been provided for the new piggyback yard. The TransTainer, however, carries its own spot and flood lights. Four spotlights are mounted low, with light beams directed to the trailer hitch stanchion device, or forward tie-downs, and to the trailer bogies in order that the operator will have direct illumination of the TransTainer lifting shoes at points of lift. Four flood lights mounted near the top corners of the gantry illuminate the general scene on either side of the trailer-flat car contiguous ground area.

When completed, the yard will eventually have overhead floodlights at either end. These, however, will be of benefit primarily to yard supervision rather than to the TransTainer operators.

In planning yard operations, B&M specified that the TransTainers be rated at 30-ton capacity. The machines, equipped with a hook for lifting loads out of open-top cars, can handle an overload capacity up to 40 tons.

The TransTainers are manufactured utilizing heavy-duty crane-type construction. They can operate on any surface that can be used for operating a heavy truck. With the weight distributed on four large tires, no more

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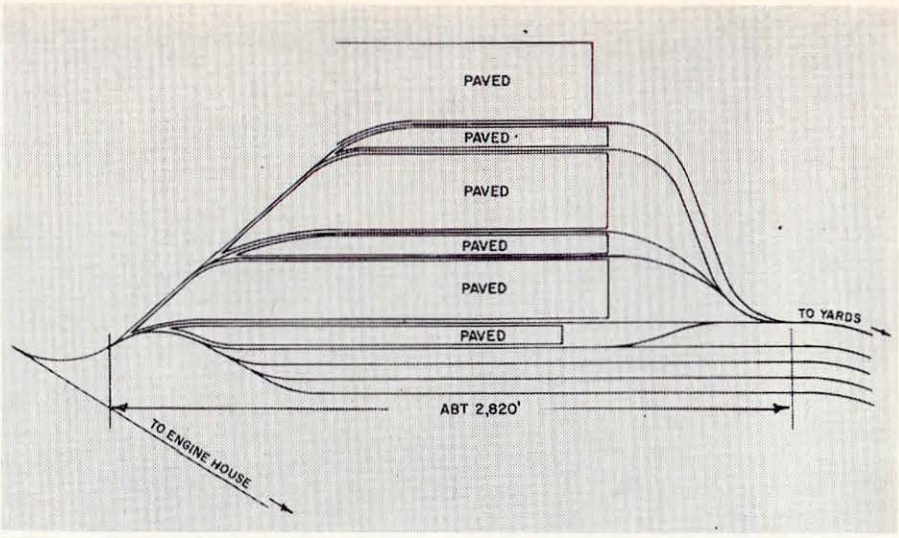

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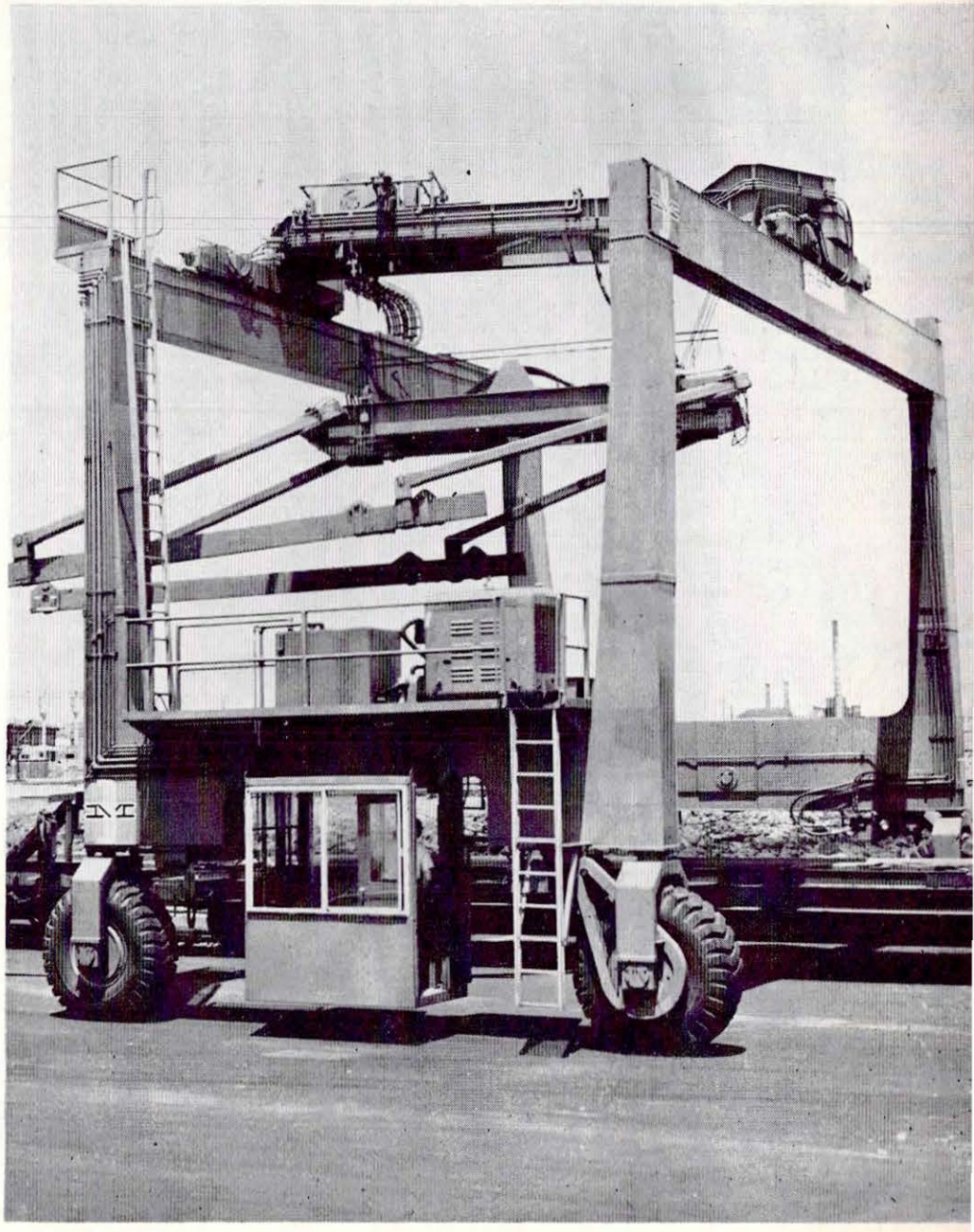

ONE-MAN OPERATION is conducted entirely from the cab. Loading or unloading cycle is three to four minutes, depending partially on proficiency of operator and configuration of trailer.

'Hoffa Bill' May Be Up For Reconsideration

The Senate's Commerce Committee was scheduled last week to reconsider its 12-to-3 vote postponing further consideration of the "Hoffa bill," S.1197, until next year. The Hoffa bill, so-called because of the enthusiastic support it has from President James R. Hoffa of the International Brotherhood of Teamsters, would emasculate the 1958 Transportation Act's rate-freedom provisions.

Proponents, in addition to IBT, are truckers and water carriers. The bill is opposed by the railroads, their employees and shippers, including the National Industrial Traffic League. These opponents were hard at work last week in a drive to persuade committee members to reaffirm the postponing vote.

In this connection, AAR President Daniel P. Loomis issued a September 13 statement saying it was "extremely difficult" to understand the reconsideration plan. Mr. Loomis added:

"After public hearings brought forth bitter opposition to this bill, which would stop the growth of railroad piggybacking and deny shippers the savings from reduced rail freight rates, the Senate committee formally announced that it had decided by a vote of 12 to 3 to postpone any action on the bill until the next session of Congress.

"Relying on this statement the railroad industry and other opponents of this price-rigging measure were justified in letting their guard down. The effort now, in direct contradiction to the August 25 announcement, to jam this bill through in the closing days of Congress has caused alarm throughout the transportation industry and if successful will cause great harm to the already hard-pressed railroads."

The reconsideration meeting was scheduled for September 15, after this issue went to press. The previous 12-to-3 vote would indicate that a motion to report the bill favorably to the Senate at this time would be defeated.

On the other hand, proponents were reported willing to settle for half a loaf in the form of a report stating in effect that the language of the bill indicates how the committee thinks the rate-freedom provision should be interpreted. The bill would require that ICC consideration of competitive rates must include consideration, among other tests, of their effects on the earnings of carriers proposing them and on a "lawful rate structure," their tendency "to cause an unjust burden upon other traffic," and the competitive necessity for them.

Proponents evidently hope that a committee report of the type they are seeking would be regarded by the ICC as a directive from Congress whose agent the Commission is. And this prompted one observer to recall that the late Commissioner Joseph B. Eastman once coined a definition of a directive as "something you issue when you're in doubt as to your authority to issue an order."

Hay Barge Case at Decision Stage

The Illinois Central-Southern Pacific application for authority to acquire control of a major barge line—John I. Hay Company—is now before the ICC for decision. It reached that stage last week following oral argument before the Commission on Examiner H. J. Blond's proposed report.

The proposed report (RA, Feb. 6, p. 9) advised the Commission that the application could not be approved under the Interstate Commerce Act unless the approval order imposed tie-to-rail conditions which the examiner thought the railroads would consider too "burdensome." He suggested seven such conditions, and the applicant railroads agreed to accept six of them. The one they could not take would restrict Hay's operations to transportation of freight having a prior or subsequent haul by rail, or by highway "as a service auxiliary of or supplemental to railroad service."

This position was reaffirmed by counsel for IC and SP at last week's oral argument. The applicant railroads, they said, would not purchase the Hay line if this condition is imposed. Among the proposed conditions acceptable to the applicant railroads would be stipulation that Hay offer nothing but regulated water transportation service; that Hay be free to enter joint-rate and through-route arrangements without approval of its railroad owners; and that IC and SP advances to Hay for the purpose of acquiring new equipment or constructing rail-water terminal facilities be submitted to the Commission for approval.

Other participants in the oral argument included the National Industrial Traffic League which supports the IC-SP application. Opponents included American Waterways Operators, the Lake Carriers Association and individual water carriers.

The case may become a precedent-setter. The Commission's decision could indicate what may be done without legislation to implement that phase of the railroad industry's diversification program which calls for freedom to operate water services. The IC-SP proposal is the first railroad bid for new water-carrier rights since the Panama Canal-Act amendments were added to the Interstate Commerce Act in 1912. Those amendments prohibit railroad control of water carriers operating through the canal, but permit it elsewhere on the basis of a special showing not required of non-railroad applicants.

In this connection, however, the IC-SP position is that their proposal is not a general case. They insist that it's a specific proposal and that the ICC should decide it on that basis.

House Group Chides ICC About NH Loan

The House Committee on Appropriations has expressed its view that the ICC was not justified in certifying the New Haven as qualified for federal-government guaranty of loans which have been in default since that road went into reorganization.

The total amount of NH loans now in default is $14,700,000. The House committee pointed up its dissatisfaction with the ICC by refusing at this time to grant the Commission's request for an appropriation to make good the government guaranties. The refusal was noted in the committee's report on an appropriation bill which nevertheless conceded that the debt "will have to be paid."

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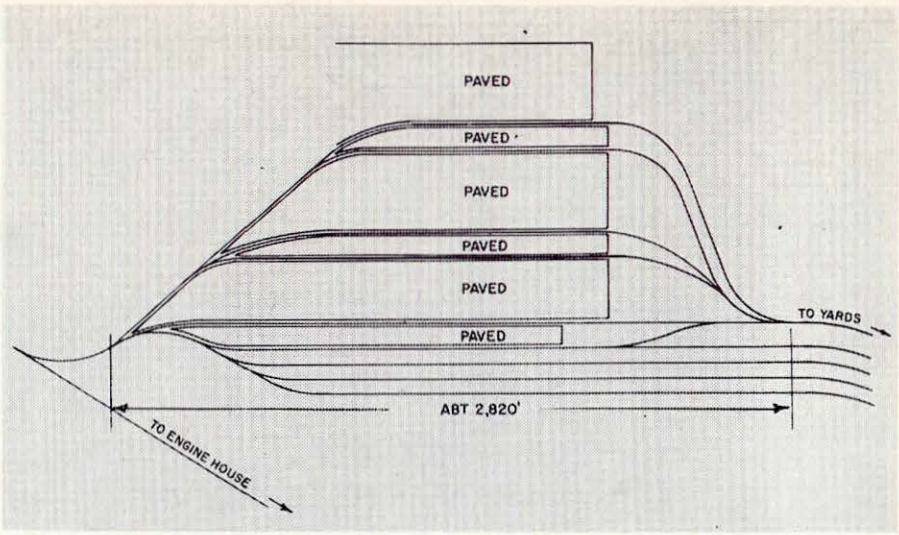

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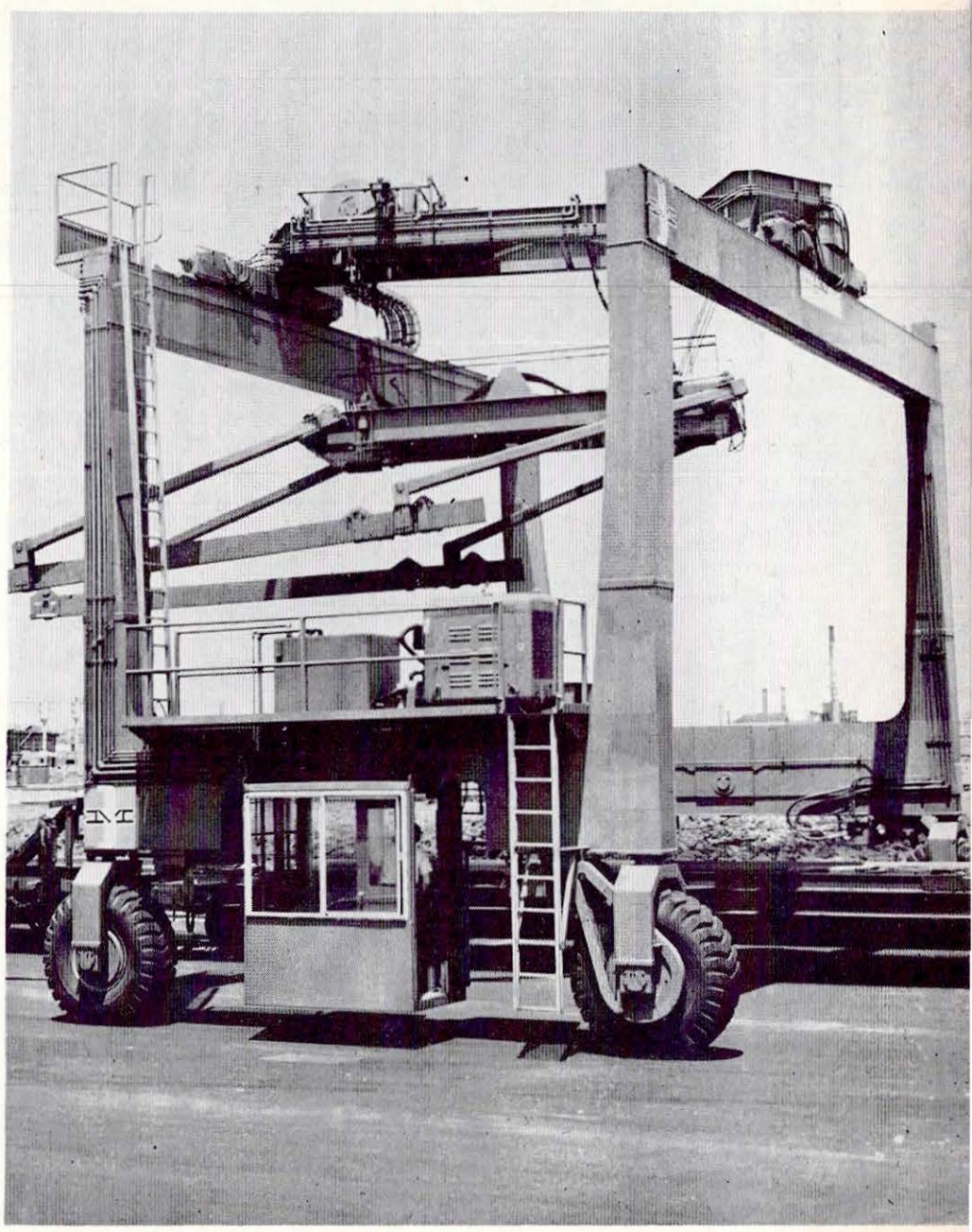

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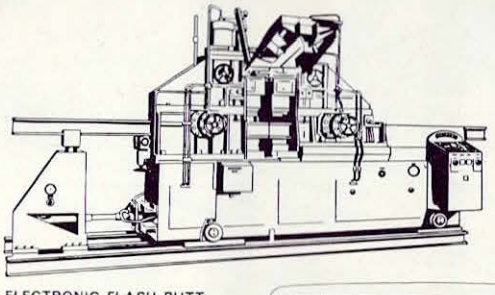
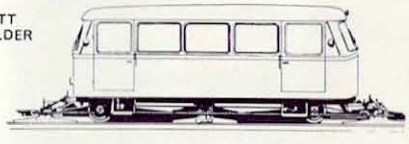
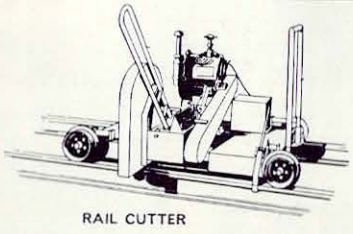
PHOTO: CHICAGO AERIAL INDUSTRIES INC.



ELECTRONIC FLASH BUTT
CONTINUOUS RAIL WELDER



TRACK ANALYZER



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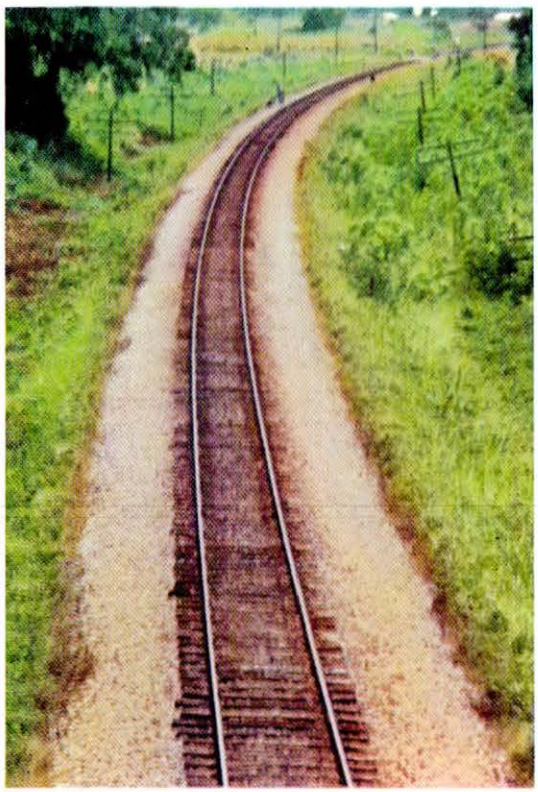
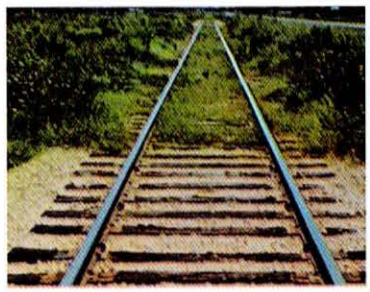
UROX is so effective just one application wipes out weeds and brush for as long as 8-18 months! Results carry over, too! Because the effects of UROX are cumulative, herbicidal action can be continued year after year with small "booster" treatments. UROX is available in both liquid and granular forms.

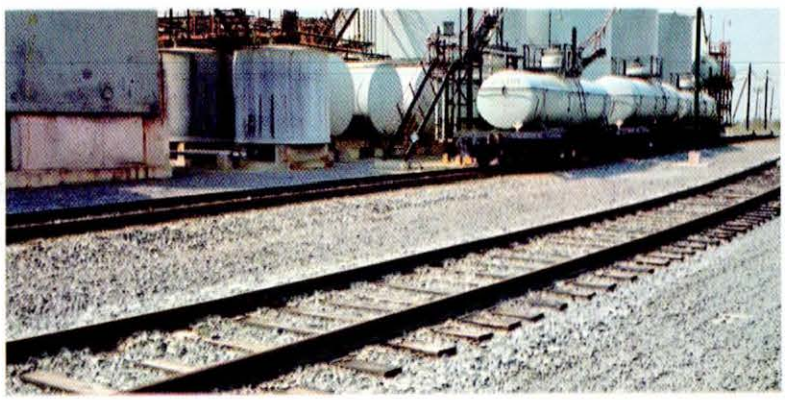


Clear the tracks! There's nothing that's going to interfere with top maintenance efficiency on this road. One treatment of UROX kept this road bed in top condition all season long.

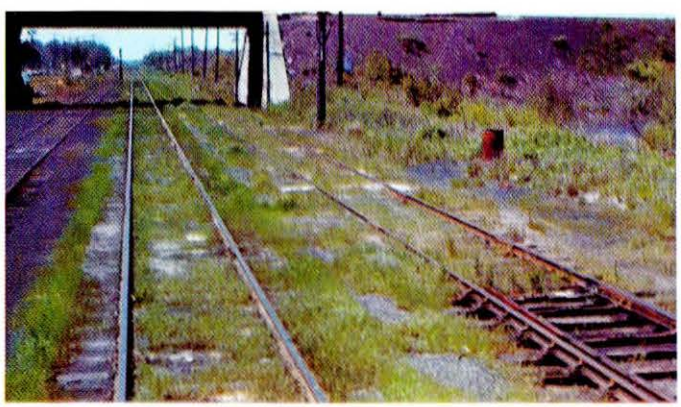
This siding switch was covered with weeds until UROX was used to clean up the problem. Heavy vegetation problem is shown along side of the treated strip.



What happened here? You guessed it. UROX was used only in foreground for demonstration purposes. Dense Florida growth chokes the untreated background.



UROX is excellent along track installations like this perfectly maintained New Jersey tankcar loading depot.



Before applications of UROX were used, maintenance men could not hold down weeds here successfully. *After* one UROX treatment weed control is underway.

For more information on UROX and URAB, write, Weed & Brush Killer Dept. General Chemical Division, Allied Chemical Corporation, 40 Rector Street, New York 6, N.Y.

For brush control along right-of-ways, in yards, etc., Allied Chemical's URAB® kills toughest deep-rooted brush, briars, even weed trees . . . gives up to 100% control with a single application.

Allied Chemical

GENERAL CHEMICAL DIVISION
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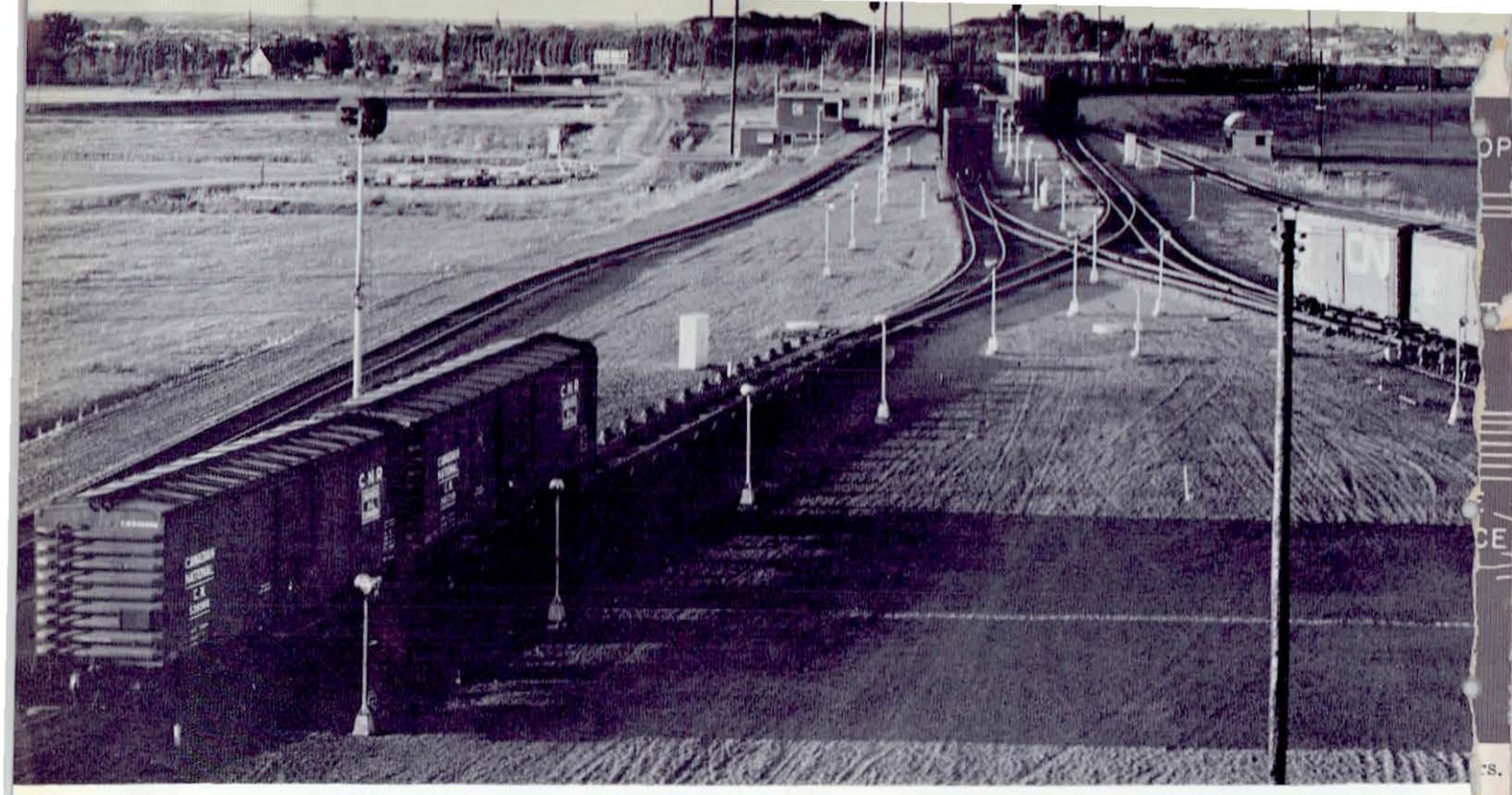


DUAL-HUMP enables two trains to be classified simultaneously. Up to 7,000 cars can be classified daily.

CN Opens New Automatic Yard a

Last Wednesday, the Canadian National formally opened its new $30-million Montreal automatic retarder classification yard. At the hub of CN operations in eastern Canada, the yard is one of the world's largest. It can classify up to 7,000 cars daily, has a total standing capacity of 11,000 cars, occupies over 800 acres of land. The main yard has 84 class tracks with 4,330-car capacity, and the local yard has 40 class tracks with 1,700-car capacity. Both have Union Switch & Signal's Velac system of automatic switching and automatic retarder controls.

The new yard is in the St. Laurent area along Cote de Liesse road about 10 miles northwest from downtown Montreal. Known as Montreal yard, the new facility will handle work formerly done at three other yards in the terminal area. Now only about four hours elapse from the time a car enters the yard until it is outbound in a train or for delivery to industry in a local switch run. About 100 outbound trains or switch runs are dispatched every 24 hours.

Similar efficiencies are being obtained at other major terminals as a result of CN's $100-million terminal improvement program during the past 10 years. The money has been spent on constructing new hump and flat yards in various parts of Canada and the U.S.

Montreal is the second CN automatic yard to go into service, the first being at Moncton that was opened in November last year. A third automatic yard is expected to be placed in test operation this year at Winnipeg, with the formal opening planned for next year. In addition, a fourth automatic retarder classification yard is now in the planning stages for the new terminal improvement project under way at Toronto.

To expedite switch list preparation at the new Montreal yard, television car checking is utilized. As trains enter the receiving yard they pass TV cameras. A clerk in the yard office watch-

YARDMASTER supervises dual humping operation. Communications console is on his desk, with panel indicating cars in class tracks at his left.

13 Roads Get Harriman Awards

► The Story at a Glance: Thirteen railroads with notable safety records for 1960 were announced last week as winners of the E. H. Harriman Memorial Awards of the American Museum of Safety. Citations will be presented to the winning roads at a dinner in New York this week.

Union Pacific, Central of Georgia, and Duluth, Missabe & Iron Range will receive E. H. Harriman Memorial Award gold medals this week for the best overall safety records in their respective categories during 1960.

Ten other roads will receive certificates of commendation for the best safety records in their respective regions and size groups.

The awards will be presented at a dinner at the Hotel Roosevelt in New York City, Sept. 20. Presiding at the award ceremony will be Thomas N. Boate, of New York City, president of the American Museum of Safety.

Union Pacific will receive the gold medal for Group A, representing large lines.

Group B, or medium-sized companies, were led by Central of Georgia. The Group C gold medal will go to the DM&IR, representing the smaller carriers.

Certificates of commendation in each group will go to the following Class I roads:

Group A—East, Nickel Plate; South, Norfolk & Western; West, Great Northern.

Group B—East, Western Maryland; South, no award; West, St. Louis Southwestern.

Group C—East, New York, Susquehanna & Western; South, Georgia & Florida; West, Colorado & Wyoming.

In addition to the line-haul railroads from each region, two switching and terminal companies will also receive certificates. Winners in this group are the Ogden Union Railway & Depot Co., Ogden, Utah, and the Philadelphia, Bethlehem & New England, Bethlehem, Pa.

This will be the 42nd presentation of the awards, which were established in 1913 by the late Mrs. Mary W. Harriman in memory of her husband, a railroad pioneer. The awards have been continued over the years by two sons of E. H. Harriman: W. Averell Harriman, former governor of New York, and E. Roland Harriman, chairman of the American National Red Cross.

Chairman of the awards committee is Dr. James G. Lyne, editor of Railway Age. Paul F. Stricker is secretary.

Committee members include Harold F. Hammond, executive vice president of the Transportation Association of America; Everett Hutchinson, chairman of the Interstate Commerce Commission; Joe W. Kizzia, executive editor of Railway Age; Kenneth H. Tuggle, member of the ICC; Owen Clarke, vice president of the Chesapeake & Ohio; Stanfield B. Johnson, chairman of the Association of Southeastern Railroads; David I. Mackie, chairman of the Eastern Railroad Presidents Conference; C. M. Roddewig, president of the Association of Western Railways; J. Handly Wright, vice president of the Association of American Railroads; and Holcombe Parkes, president of the Railway Progress Institute.

ROCKEFELLER FOR 3-WAY MERGER (*Continued from page 9*)

ferring "to government and private planning and to action by this Commission."

As the hearings opened, the C&O and B&O issued a joint statement recalling that four state governors have gone on record in favor of the C&O application which is supported by B&O. The four are Governors J. Lindsay Almond, Jr., of Virginia, J. Millard Tawes of Maryland, William Wallace Barron of West Virginia, and Bert T. Combs of Kentucky. After Governor Rockefeller had testified, Presidents Walter J. Tuohy of C&O and Jervis Langdon, Jr., of B&O issued a joint statement which said:

"Baltimore & Ohio serves New York state, as well as a dozen other states, and the general public interest is not advanced when B&O's pressing situation and urgent needs are ignored and attention is devoted exclusively to New York Central's problems, as in the testimony today of New York state and city officials.

"Inclusion of New York Central in an immediate three-way merger with the C&O is impossible because of Central's huge debt and losses. Further, inclusion of Central now would be completely unacceptable to B&O shareowners, who chose C&O over Central by a ratio of 34 to 1."

Proceedings at last week's hearings also included cross examination of witnesses who had made presentations at the mid-July session. Among those questioned was William Wyer of Wyer, Dick & Co., a C&O witness who had made a report on economies that could result from that road's control of B&O. Also, the Central won its fight for regional hearings, which were opposed by C&O as delaying tactics. Examiner Bradford announced that regional hearings would begin Sept 25, provided the Washington sessions end by Sept. 22. Times and places of the regional sessions were not announced immediately. Central has asked that they be held at Boston, Syracuse, Detroit, Chicago, Cleveland and Indianapolis.

FORWARDERS WIN COURT ROUND (*Continued from page 10*)

ties (rolling stock truck and rail equipment) of transportation. To this contention by the truckers, the court rejoined:

"Prior to the enactment in 1942 of Part IV of the IC Act the Commission approved rail rates for transportation of trailers of freight forwarders."

(3) That forwarder use of volume rates would "impair abilities of motor carriers to continue their services and that this would be destructive of the national transportation system by rail, highway and water—that the IC Act required separate modes be kept separate."

To this last assertion of the trucking industry, the court replied:

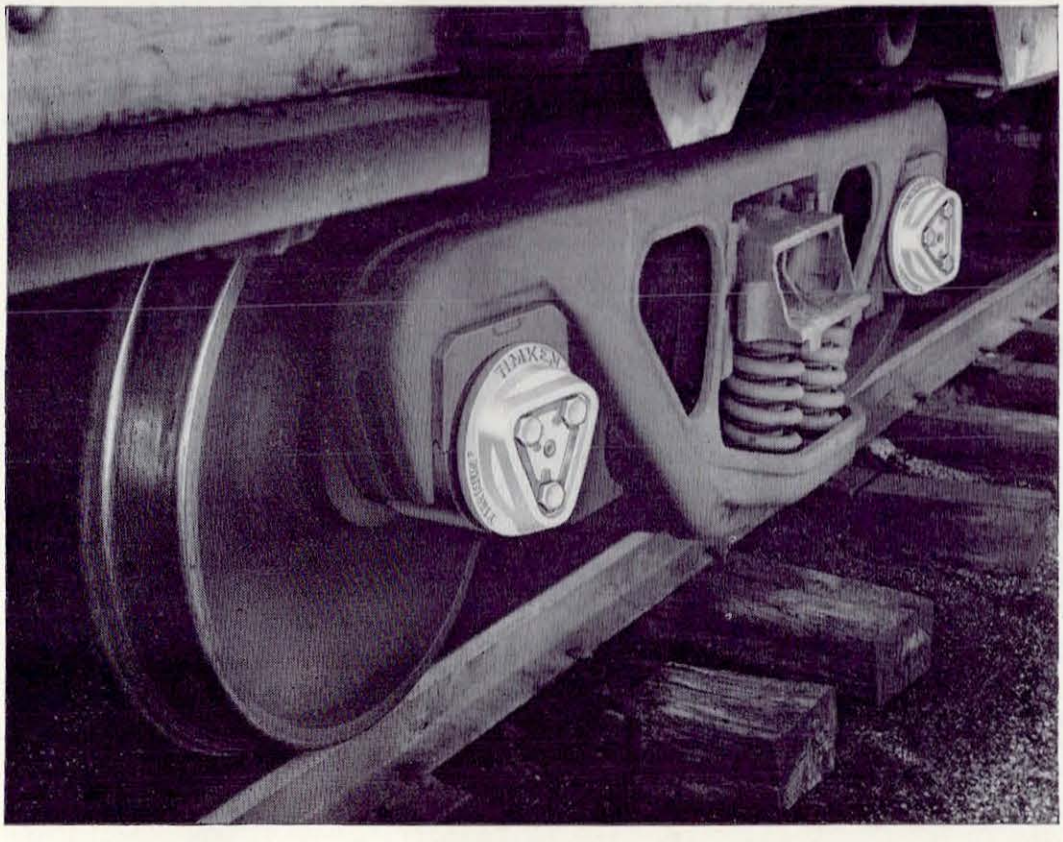
"Evidence of both parties does not permit a finding that the forwarder rates under consideration will produce a diversion of traffic sufficient to imperil abilities of the motor carriers to survive and serve the public."

As important as the immediate victory of the forwarders were certain interpretations of the court relative to the ICC's rate-making powers. The court found the ICC "peculiarly the expert" in rate-making matters and warned that it, the court, could not "prescribe or approve rates."

The court praised the Commission for refusing to "apportion traffic artificially and thereby prevent normal healthy competition."

Significant also was the court statement that Congress refused to restrict forwarders from quoting rates "lower than the contemporaneous rates" of railroads and truckers.

The ICC along with the U. S. Justice Department and a dozen leading forwarders were defendants in the suit with the Freight Forwarders Institute, industry trade association, admitted as an intervener. The ATA's Regular Common Carrier Conference; the National Motor Freight Traffic Association, Inc.; Eastern Central Motor Carriers Association, Inc.; and Eastern Motor Express, Inc., were plaintiffs.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There is no substitute for PERFORMANCE

Performance is why more and more railroads are putting more and more cars on Timken® tapered roller bearings. Performance that has been tested and proved in the laboratory and in actual service on America's railroads.

What do the records show?

- In rugged service, Timken "AP" heavy duty tapered roller bearings roll more than a hundred million car-miles between setouts caused by overheated bearings. Timken bearings solve the hot box problem.
- In high-speed piggy-back service, cars have already rolled over 400,000 miles on their original Timken bearings. This compares with 25 years service for ordinary freight cars operating at average yearly mileage.
- On one railroad, Timken bearings have rolled heavily-loaded cars over 600,000,000 miles with only three overheated bearings. Compare this to the performance of any other bearing.
- And Timken bearings have rolled 288,000 miles, in actual high-speed test on a railroad, without the addition of lubricant—kept right on rolling. Compare this to the lubrication records of any other bearing.

Today, over 65% of all new freight cars are going on roller bearings—and Timken tapered roller bearings lead the way. Right now 105 railroads and other freight car owners have well over 76,000 cars on Timken bearings in service or on order. More will follow as railroads make the "big switch".

Compare all the performance records. You'll see why it pays to equip all your new freight cars with Timken bearings—the bearings backed by the most experience—that assure you the greatest return on your freight car investment. Timken Heavy Duty "AP" bearings are available for all standard axle sizes—including 7 x 14 Class G—to meet any railroading need. Find out how they can cut your operating and maintenance costs to the bone.

Just call us or write.

The Timken Roller Bearing Company, Canton 6, Ohio.

'Hoffa Bill' May Be Up For Reconsideration

The Senate's Commerce Committee was scheduled last week to reconsider its 12-to-3 vote postponing further consideration of the "Hoffa bill," S.1197, until next year. The Hoffa bill, so-called because of the enthusiastic support it has from President James R. Hoffa of the International Brotherhood of Teamsters, would emasculate the 1958 Transportation Act's rate-freedom provisions.

Proponents, in addition to IBT, are truckers and water carriers. The bill is opposed by the railroads, their employees and shippers, including the National Industrial Traffic League. These opponents were hard at work last week in a drive to persuade committee members to reaffirm the postponing vote.

In this connection, AAR President Daniel P. Loomis issued a September 13 statement saying it was "extremely difficult" to understand the reconsideration plan. Mr. Loomis added:

"After public hearings brought forth bitter opposition to this bill, which would stop the growth of railroad piggybacking and deny shippers the savings from reduced rail freight rates, the Senate committee formally announced that it had decided by a vote of 12 to 3 to postpone any action on the bill until the next session of Congress.

"Relying on this statement the railroad industry and other opponents of this price-rigging measure were justified in letting their guard down. The effort now, in direct contradiction to the August 25 announcement, to jam this bill through in the closing days of Congress has caused alarm throughout the transportation industry and if successful will cause great harm to the already hard-pressed railroads."

The reconsideration meeting was scheduled for September 15, after this issue went to press. The previous 12-to-3 vote would indicate that a motion to report the bill favorably to the Senate at this time would be defeated.

On the other hand, proponents were reported willing to settle for half a loaf in the form of a report stating in effect that the language of the bill indicates how the committee thinks the rate-freedom provision should be interpreted. The bill would require that ICC consideration of competitive rates must include consideration, among other tests, of their effects on the earnings of carriers proposing them and on a "lawful rate structure," their tendency "to cause an unjust burden upon other traffic," and the competitive necessity for them.

Proponents evidently hope that a committee report of the type they are seeking would be regarded by the ICC as a directive from Congress whose agent the Commission is. And this prompted one observer to recall that the late Commissioner Joseph B. Eastman once coined a definition of a directive as "something you issue when you're in doubt as to your authority to issue an order."

Hay Barge Case at Decision Stage

The Illinois Central-Southern Pacific application for authority to acquire control of a major barge line—John I. Hay Company—is now before the ICC for decision. It reached that stage last week following oral argument before the Commission on Examiner H. J. Blond's proposed report.

The proposed report (RA, Feb. 6, p. 9) advised the Commission that the application could not be approved under the Interstate Commerce Act unless the approval order imposed tie-to-rail conditions which the examiner thought the railroads would consider too "burdensome." He suggested seven such conditions, and the applicant railroads agreed to accept six of them. The one they could not take would restrict Hay's operations to transportation of freight having a prior or subsequent haul by rail, or by highway "as a service auxiliary of or supplemental to railroad service."

This position was reaffirmed by counsel for IC and SP at last week's oral argument. The applicant railroads, they said, would not purchase the Hay line if this condition is imposed. Among the proposed conditions acceptable to the applicant railroads would be stipulation that Hay offer nothing but regulated water transportation service; that Hay be free to enter joint-rate and through-route arrangements without approval of its railroad owners; and that IC and SP advances to Hay for the purpose of acquiring new equipment or constructing rail-water terminal facilities be submitted to the Commission for approval.

Other participants in the oral argument included the National Industrial Traffic League which supports the IC-SP application. Opponents included American Waterways Operators, the Lake Carriers Association and individual water carriers.

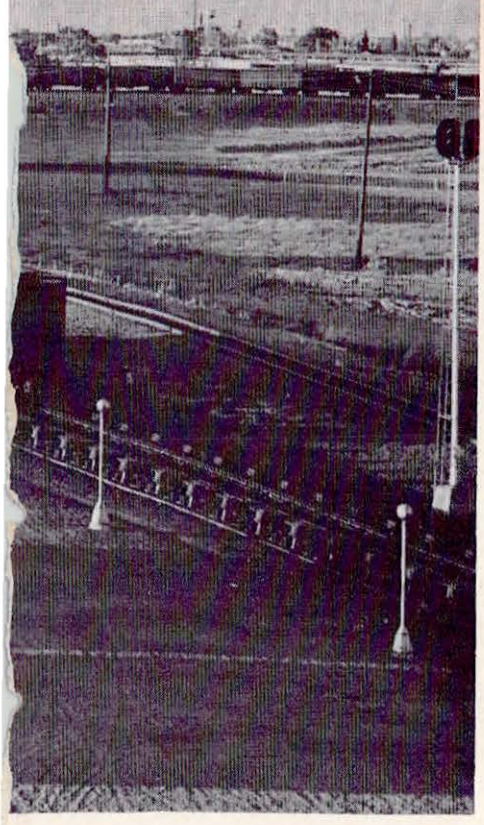
The case may become a precedent-setter. The Commission's decision could indicate what may be done without legislation to implement that phase of the railroad industry's diversification program which calls for freedom to operate water services. The IC-SP proposal is the first railroad bid for new water-carrier rights since the Panama Canal-Act amendments were added to the Interstate Commerce Act in 1912. Those amendments prohibit railroad control of water carriers operating through the canal, but permit it elsewhere on the basis of a special showing not required of non-railroad applicants.

In this connection, however, the IC-SP position is that their proposal is not a general case. They insist that it's a specific proposal and that the ICC should decide it on that basis.

House Group Chides ICC About NH Loan

The House Committee on Appropriations has expressed its view that the ICC was not justified in certifying the New Haven as qualified for federal-government guaranty of loans which have been in default since that road went into reorganization.

The total amount of NH loans now in default is $14,700,000. The House committee pointed up its dissatisfaction with the ICC by refusing at this time to grant the Commission's request for an appropriation to make good the government guaranties. The refusal was noted in the committee's report on an appropriation bill which nevertheless conceded that the debt "will have to be paid."



Montreal

ing the monitors, reads engine and car initials and numbers into a recorder. When finished, he passes the recorder disc to transcriber clerks who check the record against an advanced consist list. From this check they assign class track numbers, and the completed list of the train goes to the machine room where operators key punch cards, one for each car in the train.

Simultaneous with key punching, the hump switch list is reproduced on teletypewriters in the hump foreman's office and the hump yardmaster's tower. One teleprinter machine, at the crest of the dual hump, also produces car labels automatically as a by-product of the hump switch lists sent from the general yard office.

A new feature at Montreal is an automatic oil injector on the hump approach that works with a photoelectric cell system to distinguish between cars with raised journal lids and those with closed lids or roller bearings. The reason is that not all journals need oil when inspected in the receiving yard, so that inspectors close lids on some journals and leave others up. Thus a train approaching the hump will have a mixture of open and closed journal box lids, as well as roller bearings.

When cars approach the oilers, one on each side of the hump lead, a photocell will be actuated by the light reflected by the shiny end of the axle (assuming the journal box lid is raised). This will cause the oiler to squirt the right amount of oil into the journal box. If the lid is closed or if the journal has a roller bearing, the oiler will not operate for that journal.

The classifying process is initiated by the hump foreman, who presses buttons on his automatic switching panel corresponding to the number of the classification track to which the cars are destined. After the pin puller lifts the pin, switching and proper retardation of the cars are automatic, no further action being required.

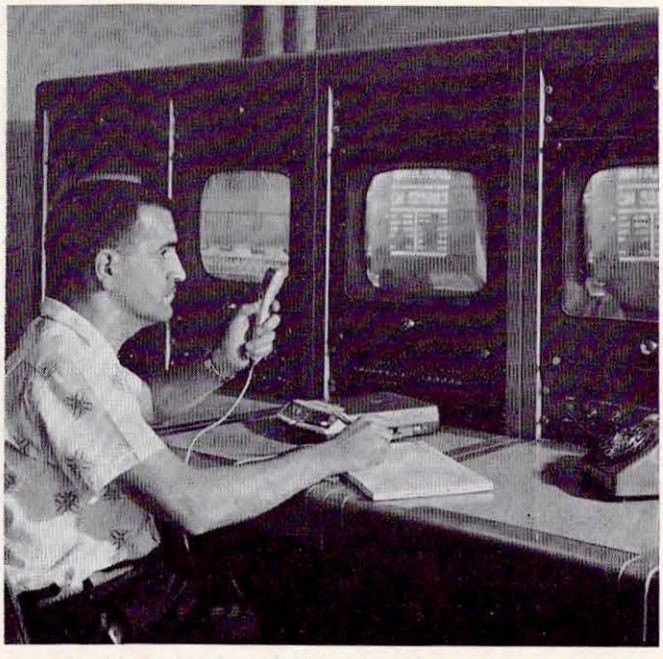
Dual humps are provided so that two trains can be simultaneously classified into the 84-track main classification yard. Two automatic switching panels, separately housed, are at the main hump. A local 40-track classification yard, reached from the center tracks in the main yard, has its own hump, and Velac automatic switching and automatic retarder controls.

Extensive communications facilities were installed to expedite operations. In addition to the teletypewriters mentioned in connection with humping operations, printing telegraph is also used to transmit switch lists, advanced train consists and messages to and from satellite CN yards in or near Montreal. At key points in the yard, communications consoles provide radio, telephone, and intercom facilities. There are 277 talk-back speakers throughout the yard, grouped into eight systems providing instant contact between men in the yard and supervisors in offices.

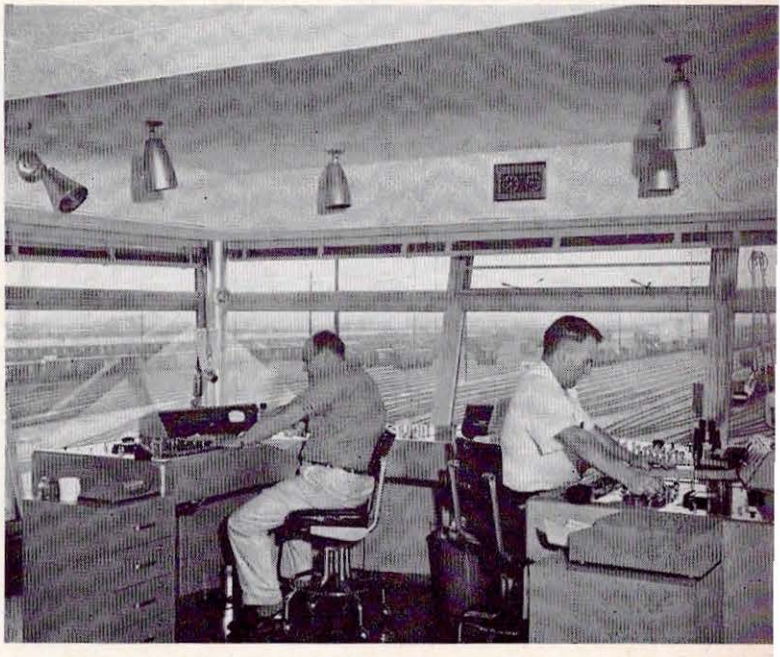
Yard engines at Montreal are equipped with radio, and those engines working the hump are equipped with inductive cab signals. Car inspectors and certain yardmen also carry walkie-talkies. There are five separate radio systems in the yard, each operating on its own frequency.

Two private telephone exchanges in the yard—one within the diesel shop area, and the other covering the remainder of the yard—provide automatic dial telephone service. In addition, Bell Telephone serves certain key points.

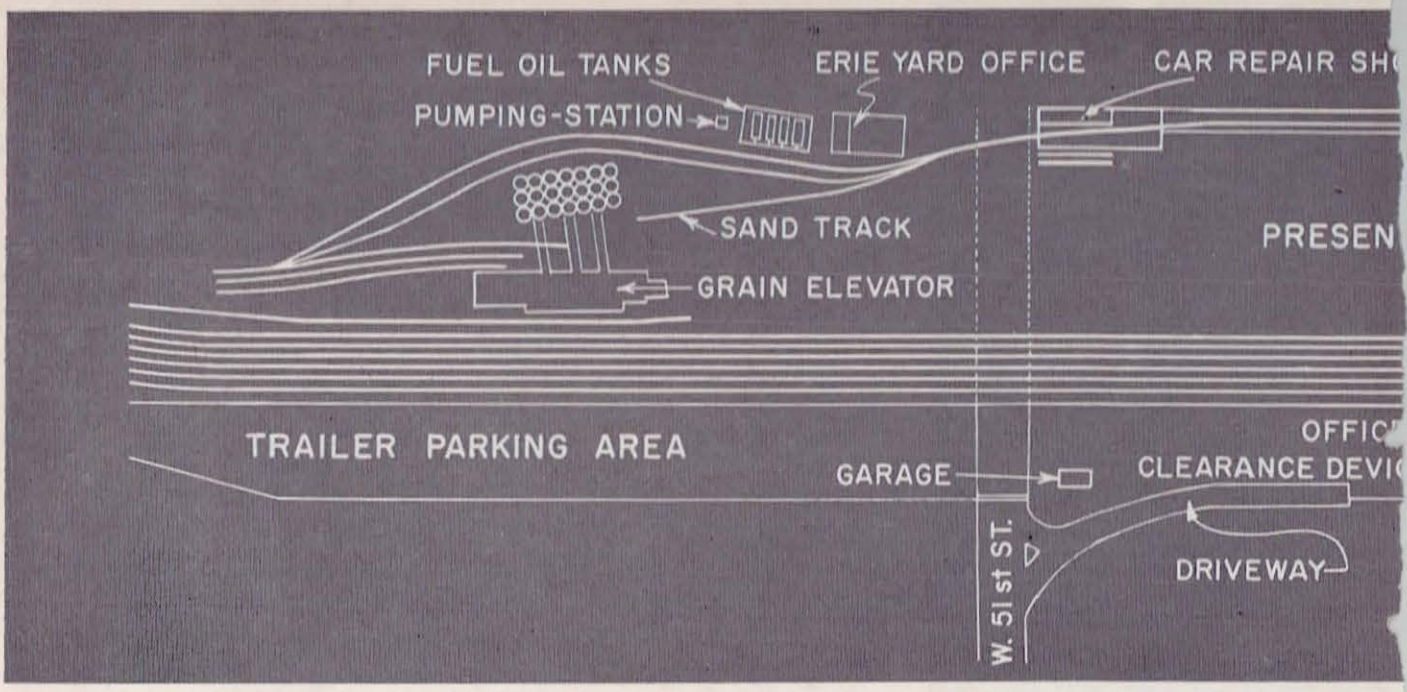
Original construction began in 1956, the first project completed being the new diesel shop, which can accommodate 40 diesel units at one time.



TELEVISION CAR CHECKING is performed by yard clerk in general office. He records car initials and numbers.



OPERATORS MONITOR retarder operation. Each can take manual control of retarders and switches.



CHICAGO TERMINAL, at 51st Street, includes eight tracks for standard piggyback cars and two for Clejan-type ca

New E-L Piggyback Terminals Ma

► The Story at a Glance: The joint piggyback project mapped earlier this year by the Erie-Lackawanna and six highway carriers is now functioning. A ribbon cutting ceremony was held recently to mark completion of the necessary terminals, one at Chicago and the other at Jersey City, N. J.

The two terminals—owned jointly by the railroad and the Terminal Operating Facility, Inc.—are thought to have a traffic potential that could add substantially to the railroad's revenues. They are operated and managed by the Rail-Trailer Company, one of the seven owners of T.O.F.C., Inc.

"The traffic potential under this cooperative arrangement can mean several million dollars of additional revenue annually to our railroad," said Milton G. McInnes, Erie-Lackawanna president, at a ribbon-cutting ceremony in Chicago. The occasion was the official opening of new piggyback loading and unloading facilities at the railroad's 51st Street yard. A similar terminal also was placed in service at the road's Croxton yard in Jersey City, N. J. The initial cost of both terminals was $1.8 million.

The two terminals are jointly owned by the railroad and the Terminal Operating Facility Co., Inc. (RA, April 10, p. 25). The latter—T.O.F.C., Inc.—is equally owned by six of the country's largest motor carriers and the Rail-Trailer Company. The highway carriers include Cooper-Jarrett, Inc., Denver-Chicago Trucking Company, Eastern Express, Inc., Emery Transportation Company, Interstate System and Spector Freight System, Inc.

The Chicago and Croxton terminals are operated and managed by Rail-Trailer. Each terminal is operated on a 24-hr basis and requires 17 employees. The facilities are available to all users of E-L piggyback service, whether or not they are members of T.O.F.C.

T.O.F.C. will handle all Plan I trailers to and from cars for the account of the motor carriers. Under a special arrangement, it will also handle trailers under Plans II, III and V for the railroad. Also, contract arrangements may be made by shippers direct with T.O.F.C. or through the railroad for loading and unloading Plan IV trailers.

Planning the Chicago terminal was more difficult than planning the one at Croxton. The Chicago facility is larger and is constructed in a north-south direction in a built-up city area where the road has its 51st Street yard. The yard is higher than the adjoining area and the embankment is retained by concrete walls. Part of the west wall had to be removed so an inclined driveway could be constructed to the level of 51st Street, which passes under the yard. For most of its length the inclined drive is 25 ft wide, but it broadens to more than 130 ft where it joins 51st Street.

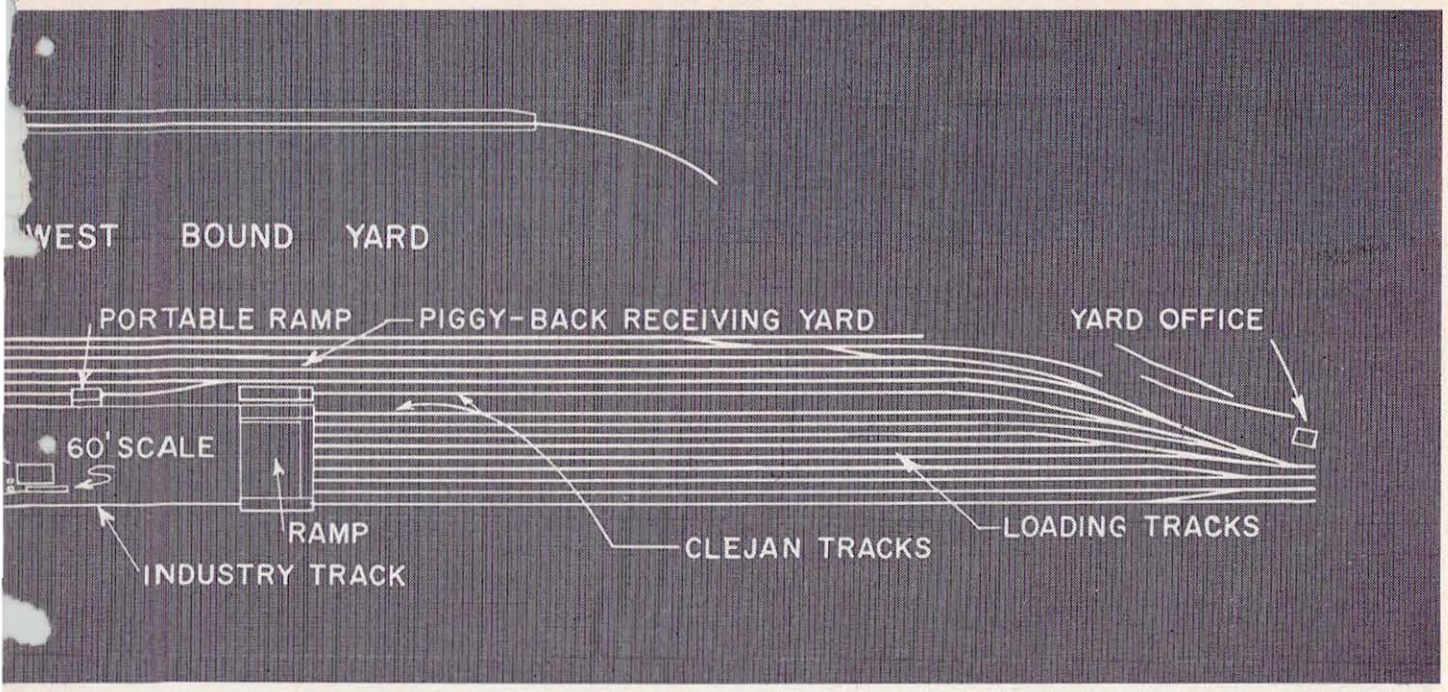
Truck trailers require considerable room for maneuvering when parking. To provide the room, as well as sufficient space for parking 292 trailers on both sides, a bituminous-paved area 122 ft wide was necessary. Before this area could be graded and paved, a 40-ft strip of property had to be leased from the Chicago & Western Indiana, and the three tracks occupying the strip, as well as five tracks on Erie property, had to be removed. This work, in turn, entailed alterations in the tracks and tower equipment at the 47th Street interlocking plant.

Facilities Were Relocated

To provide space west of the existing westbound yard for a piggyback receiving yard, existing car-repair facilities and the fueling and sanding station had to be relocated. These were replaced with new facilities on the east side of the yard.

This work involved building a new rip track, a working platform, a car-repair building and a 20-ft extension to the yard-office.

A two-story office building and a 50-ton truck scale, 60 ft long, were constructed just south of the driveway. The ground-floor level of this structure provides office space for the railroad



A portable ramp is used on another track for unloading trailers arriving with their hitches facing the wrong direction.

Mean Millions in Added Revenues

and T.O.F.C. forces. It also houses Teletype equipment, electronic weighing and printing equipment and a photoelectric device for checking clearance dimensions of incoming trailers.

Eleven loading tracks were constructed. Of these, eight are 900 ft long and handle from 9 to 11 standard piggyback flat cars each. All but one of these are served by a concrete ramp at the north end. One other track served by the wide concrete ramp and one track served by an additional small concrete ramp, separated by an intertrack service driveway, are for handling Clejan-type cars. The other track is for unloading trailers which arrive headed in the wrong direction for unloading at the permanent concrete ramps. A portable ramp is used for unloading the reversed trailers. In addition, there are five storage and receiving tracks with a capacity of 174 flat cars.

The westerly track of the eight which handle standard piggyback flat cars is extended to serve an industry. Because of this, a permanent concrete ramp could not be constructed for the track. It is used only when the other tracks are fully occupied. A portable ramp is moved onto a concrete pad for unloading trailers from cars that may be set out on this track.

An Armco prefabricated-metal garage was built on the southerly end of the trailer parking lot. The garage is for servicing and maintaining the special tractors used by T.O.F.C. for handling trailer vans. A gasoline pump and underground storage tank also are available at this point.

Another prefabricated-metal building was constructed at the south end of the yard for the yardmaster, clerks and yard force.

The Croxton terminal was built in an uncongested area between the road's westbound hump and New County Road. Two driveway entrances lead from New County Road to a trailer parking lot, 250 ft wide by 1,130 ft long. The two piggyback tracks at this point were increased to eight, each 900 ft long and with a capacity of ten 90-ft cars. One of the tracks, separated from the others by a service driveway, is for the Clejan-type cars.

Storage and Receiving Tracks

This terminal also has four storage tracks, with a capacity of 10 cars each, and a receiving track which will hold 40 additional cars. It has an office building, truck scale and garage similar to those at the Chicago terminal.

For checking vertical clearance dimensions, all incoming drivers pull their trailers past a photoelectric device on their way to the truck scales. The device calls attention to any trailer higher than 12½ ft above the pavement by flashing a yellow light and ringing an alarm bell within the office building.

After a trailer has been weighed and inspected, it is placed on the parking lot until it is to be loaded. The driver first turns the waybills over to the railroad force, which handles all the billing and also designates on which car the van is to be loaded.

One of T.O.F.C.'s own tractors picks up the trailer from the parking lot and backs it into place on the designated flat car.

At the top of the concrete ramp, built-in curved concrete guides assure that trailer wheels will be in line with car treadways.

Service platforms, 3 ft wide, have been built at car-floor height in alternate track-spaces among the eight tracks handling standard piggyback cars. The platforms support lighting fixtures, paging speakers, electric-power outlets and an air-supply line. The air is for operating the power wrenches used to fasten the trailer hold-downs.

The electric outlets are for stand-by use in the event that the air supply or the lighting should fail.

Service drives adjacent to the Clejan-car track are for the fork-lift tractors required for setting the "baby-doll" devices which support the front ends of Clejan-equipped trailers, as well as for temporary storage of the devices.

Sinclair

SINCLAIR L-340 LITHIUM ROLLER BEARING GREASE is a smooth uniform product, manufactured of highly refined mineral oil compounded with lithium soap. • **SINCLAIR L-340** is highly resistant to oxidation, protects against rusting and is non-corrosive to bronze and other bearing metals. • **SINCLAIR L-340** lubricates readily

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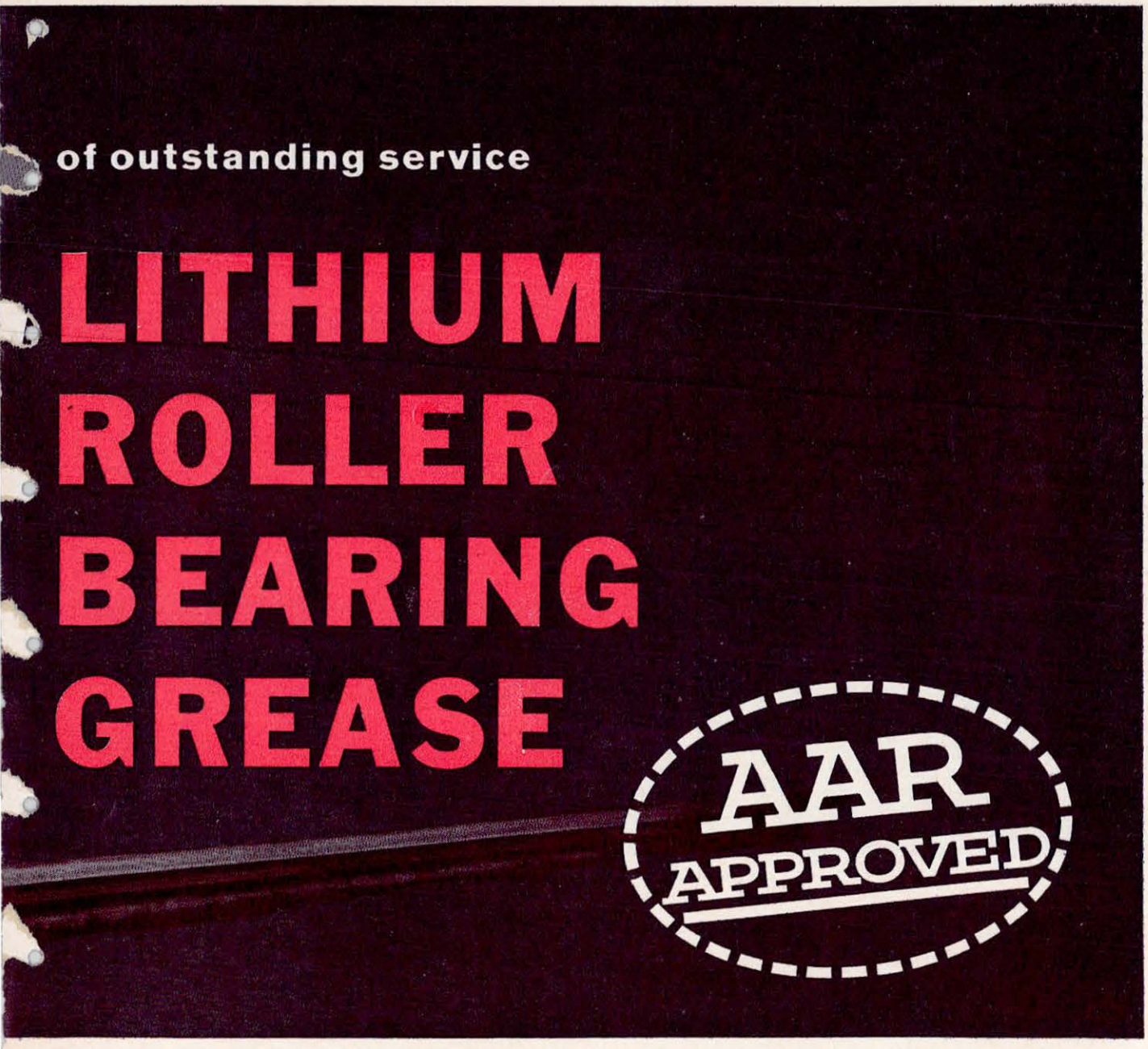

at low operating temperatures and will not thin out at high temperatures nor under heavy loads. • **SINCLAIR L-340** has, after millions of miles of service, proved itself outstanding for car and locomotive journal roller bearing lubrication.

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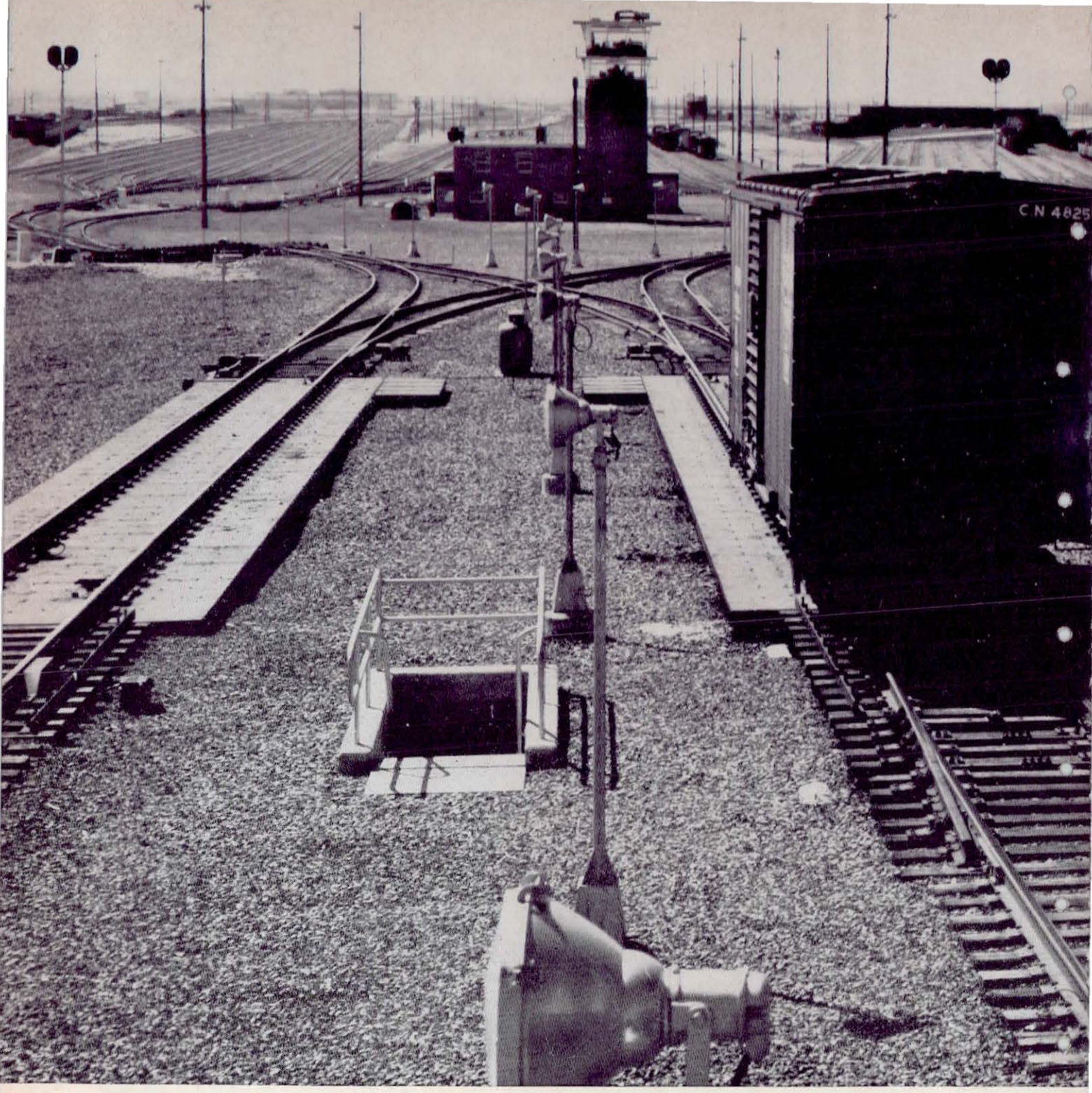
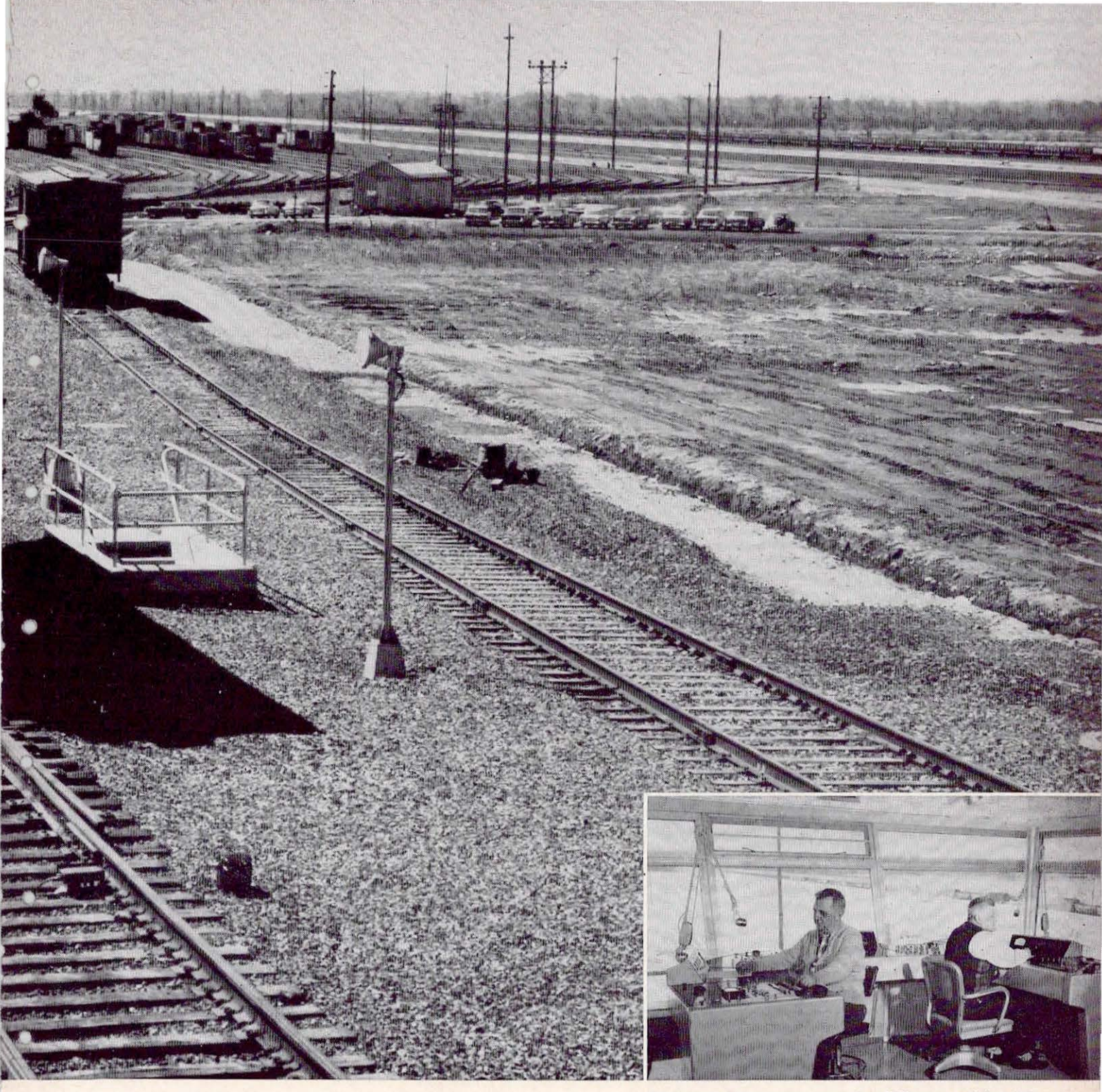


New Canadian National yard handles

Up to 7,000 cars speed through Canadian National's new Montreal Yard every 24 hours. Cars are classified in seconds—complete trains assembled in hours. The heart of the operation is a Union Switch & Signal VELAC® Automatic Classification Yard System. It gets cars on the road fast.

With the VELAC system, car movements are controlled automatically . . . from the crest of the hump to the gentle coupling of each car on one of the 124 classification tracks. Automatic radar speed measurements, automatic car weighing, electronic computers, automatic switching and electro-pneumatic car retarders combine to make car classification fast, accurate and safe. Car routing can be entirely pre-programmed or programmed by a control panel operator.

This new yard saves wear and tear on lading and rolling stock. Each car rolls from the last retarder at an electronically determined speed for precise, gentle coupling. Even the most fragile



The Montreal Yard covers more than 850 acres and has 124 classification tracks, 644 switches, receiving and departure yards, car cleaning, diesel repair and storage yards. The main yard is fed from a double hump lead and is equipped with two 58-cylinder master and ten 24-cylinder group electro-pneumatic retarders. The local yard uses one 38-cylinder master and five 24-cylinder electro-pneumatic retarders. The main yard is controlled by dual consoles for simultaneous humping.

7,000 cars daily

ladings are safe. The VELAC system is rugged and gentle. It's built to *set* standards for trouble-free performance and reliability.

This automatic yard is part of Canadian National's long range capital improvement program, an important step in the development of faster, more efficient, *more completely automatic* traffic handling.

Contact a Union Switch & Signal representative and see how VELAC can work for you.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL
DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY—
SWISSVALE, PENNSYLVANIA
NEW YORK . . . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

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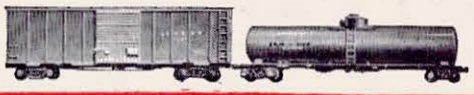

Railway Executive News

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111 New South Road • Hicksville, Long Island, New York

How hot should a hot box be?

Engineers get to heart of question to answer certain misconceptions

Since the early days of railroading, the solid plain brass journal bearing has served to keep trains rolling. Principal advantages of this type of bearing are its simplicity of design; its ease of installation, service, and replacement; and its low cost.

However, friction develops heat, and in normal operation the friction bearing will naturally run warm. Therefore, lubrication is used. The problem arises when there is a lubrication breakdown – when the bearing runs *too warm*. This is commonly known as a *hot box*, a condition all railroadmen are familiar with.

And it is here that the questions begin.

Q – How hot is a hot box?

A – Statistics show that a normal bearing, under equilibrium conditions, will run 30°F above or below the mean operating temperature of all journals on the train. Therefore, a bearing whose running temperature is markedly above this range must be considered abnormal – and consequently be defined as a "hot box."

Q – Do all friction bearings run within this temperature range?

A – Not all. There are certain exceptions. Notably, in the case of new bearing brass which is not yet "worn in" to seat properly. However, its operating temperature will fall within the normal range in a short running period.

Q – Do hot box detectors measure bearing temperature?

A – No, and they do not have to. In the development of the SERVOSAFE® Hot Box Detective* system, for instance, engineers investigated this approach, as well as a number of others. Measurement of specific bearing temperature was ruled out – both as impractical and unnecessary.

Q – If actual bearing temperature is not measured, how can hot boxes be detected?

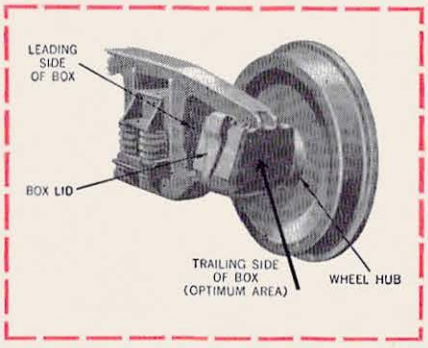
A – Refer again to the initial answer. Normal bearings run at a mean or average temperature. What that specific temperature, or heat, may be is unimportant. Key consideration is that a *normal heat standard* is established. By comparing the heat of all bearings to that standard, it is easy for the detector to tag the bearing (or bearings) that runs hotter than normal.

Q – Wouldn't it be better if the system detected specific "temperature"?

A – No, not really. Take the simple illustration of a person with a fever. If 98.6°F is considered normal, and he is running slightly warmer, his doctor knows this is a danger signal. The mere fact that his temperature exceeds the norm alerts the doctor to watch for further complications. The fellow with the fever knows that he is ill – and that he had better take early care to avoid a major illness.

Q – How can you detect bearing heat on a moving train?

A – Through the science of infrared, "the eye that sees heat." It's the same as feeling every passing journal box without touching it. The SERVOSAFE Hot Box Detective system "sees" or "feels" the trailing surface of every box. The back of the box, as pointed out in the accompanying illustrations, gives a proportioned reading closer to actual bearing temperature than any other spot.



TRAILING SURFACE SHOWS HOT BOX BEST

Tests conducted by a major Eastern railroad prove that the trailing surface of the journal box presents the optimum accessible area for hot box inspection. Presenting a low-mass path of thermal flux from the bearing, this spot responds most rapidly to bearing temperature changes. The SERVOSAFE® "slant-aspect viewing" method of scanning this optimum area is protected by Servo patents both in the U. S. and abroad. Hot boxes – as well as developing hot boxes – can best be detected the SERVOSAFE way.

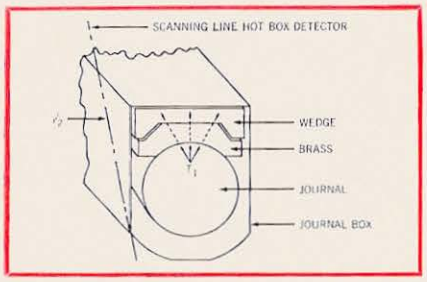
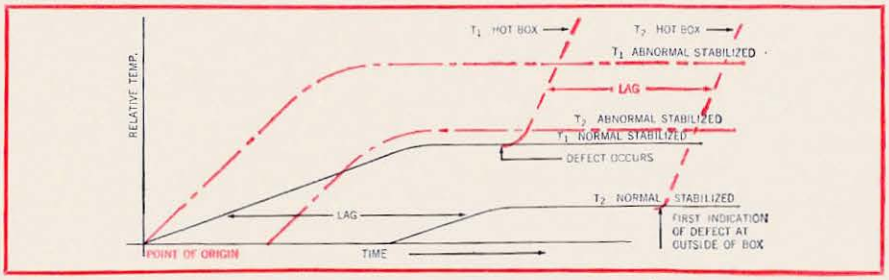


Illustration of typical bearing assembly shows how SERVOSAFE® Hot Box Detective* scans the trailing surface of journal box on passing train. T_1 = temperature of journal-bearing interface. T_2 = temperature of trailing surface of journal box.



Temperature on the scanned surface of the journal box (T_2) is proportional to temperature at the actual journal-bearing interface (T_1). For all practical purposes, then, SERVOSAFE® Hot Box Detective* sees the actual heat condition of each bearing. Once normal operating temperature for all bearings is established, the infrared detector can quickly spot all dangerously overheated, abnormal bearings, or *hot boxes*.

**Protected under one or more of the following U. S. Patent Nos.: 2,880,309, 2,947,857 and 2,963,575. Other U. S. and foreign patents pending.*

B&M GETS SET FOR TOFC BOOM *(Continued from page 15)*

than 115 psi is applied on the surface under any tire.

The machines are self-sufficient, providing their own power from a gasoline engine hydraulic pump. Controls are operated by one man, from a control cab suspended from the gantry frame. Skewing is accomplished by individual drives on each end of the trolley.

Although both B&M TransTainers are all-hydraulic, the machine is also available with an electric drive. For ease of movement from one rail yard to another, the machine knocks down into nine basic parts, which can be shipped by rail on two conventional flats and one depressed-center flat car. The unit has been designed for easy field erection: no welding is required. Assembly consists of hydraulic (or electrical) field connections, plus the necessary bolts.

B&M's TransTainers are designed for a three- to four-minute loading or unloading cycle, depending partially on the proficiency of the operator and the configuration of the trailer. The operation is conducted entirely from the cab. The machines will handle any equipment up to a 40-ft trailer or container, using the bottom-lift principle. (Other equipment can be handled by the hook, which drops down when the lifting arms are raised. With this and a sling, the unit can handle any size or type of load the crane is capable of lifting.)

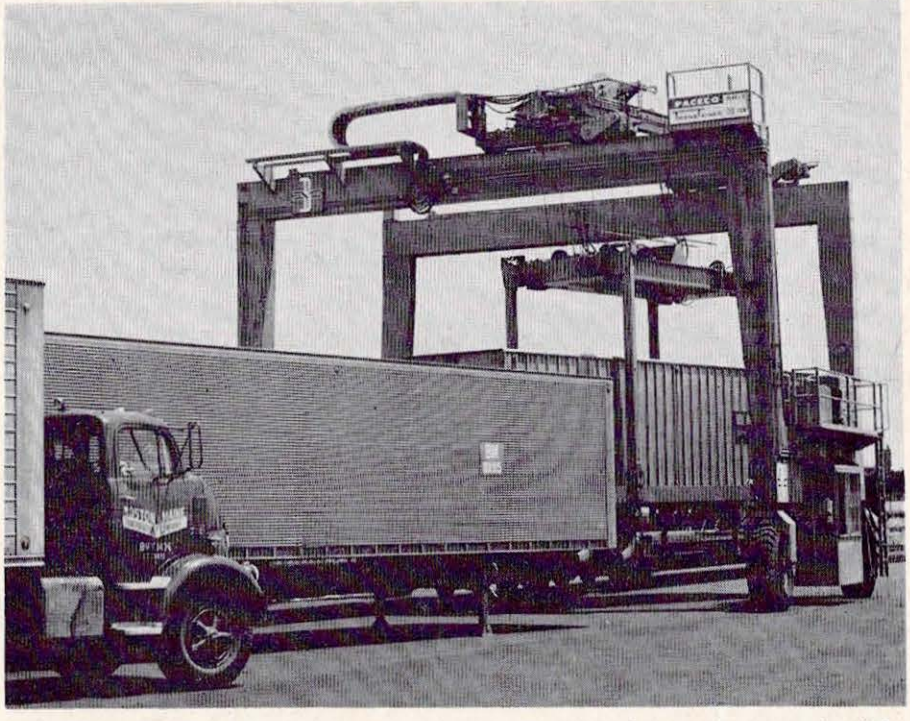
As piggyback yard construction work has progressed during the summer months, the B&M has been qualifying TransTainer operators and familiarizing supervisors with operating characteristics of this new principle in terminal handling of piggybacks. The final transition will be smooth, Mr. Yardley thinks.

When modernization of the Boston piggyback terminal area is completed with the new yard in full operation, efficiency of B&M's piggyback service will be considerably improved, Mr. Yardley says. B&M piggyback is entirely interline, he points out, with the exception of distribution of empty trailers to on-line points for loading.

A good indication of the importance B&M attaches to fast, flexible piggyback operations is that the new piggyback yard was one of the first items to be undertaken in B&M's redevelopment program in the Boston terminal area. But in the meantime, piggyback traffic shipped by B&M will be waiting at the receiver's dock first thing in the morning.

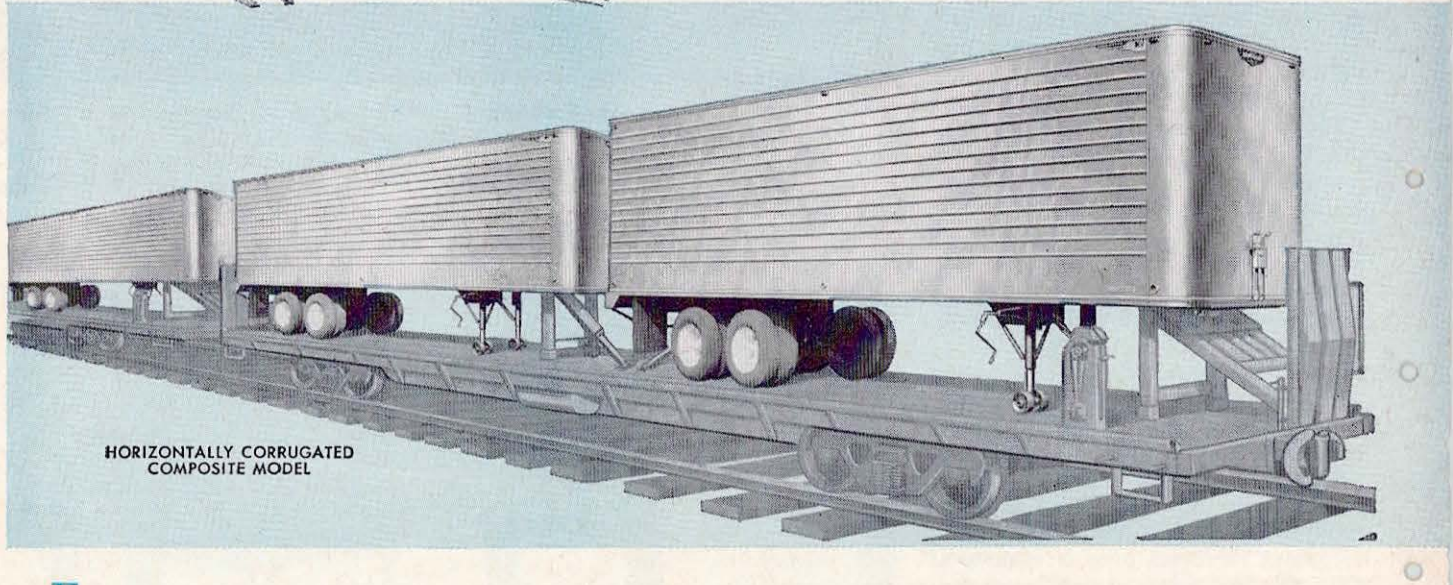
And, B&M thinks, there will be a lot of such traffic.

PACECO TRANSTAINER, a combined bridge and gantry crane, has a 30-ton capacity. It is also designed to handle an occasional load of up to 40 tons. A hook for lifting loads other than trailers and containers swings down when lifting arms swing up out of the way. With the hook and a sling, the TransTainer can handle any size or type of load that the crane can lift.



FLEXIBILITY is achieved by a yard design that permits running a train right through and a ground operation that permits trailers loaded in either direction to be driven away in any sequence desired. A tractor can remove the trailers while the TransTainer unloads one trailer-length away.

Now...to help you with all your PIGGYBACK trailer needs ...the new



HORIZONTALLY CORRUGATED COMPOSITE MODEL

From the combined forces of these two reputable companies comes a new railroad-oriented program, tailored to provide the specialized knowledge and products for capitalizing on the growing potential of piggyback.

Kentucky Manufacturing Co. gives to the team an unequalled background of 82 years of experience in the design, engineering and construction of cargo trailers for almost every conceivable use. (They are famous for their "Custom Built Concept".) Today, they offer one of the most complete lines available. Their ability to recognize the needs of a customer and supply them with the most economical answer has been instrumental in their success.

Peerless Equipment, through its many years of working with the Railroads in the development of Draft Gears, brings a competent knowledge about the performance required by Railroads. The experiences of Peerless in working with Railroads complements the Kentucky "Custom Built Concept".

Add to these many attractive features the new and exclusive "Pay as you choose plan" and you have a combination that can mean dollar savings and dollar profits.

If you're interested in trailers for piggyback service, write, wire or call for full information including literature. Ask about the Peerless Assistance Team.

Peerless Assistance Team

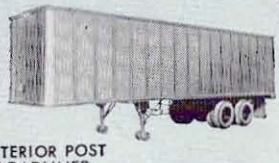
Peerless Equipment and Kentucky Manufacturing Co. have teamed up to provide a single source of piggyback trailer supply that offers both:

1 Specialized knowledge of railroad needs and;

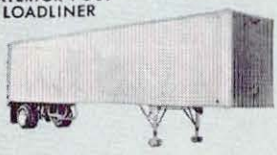
2 Quality trailer construction to satisfy those needs.

YOU MAY CHOOSE from a complete line of body styles in all steel or aluminum or a combination of steel and aluminum to meet your individual hauling requirements.

VERTICALLY CORRUGATED STEELINER



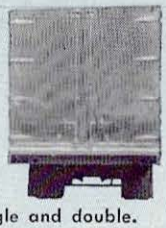
EXTERIOR POST LOADLINER

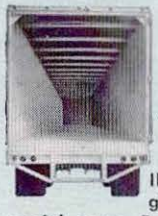


SMOOTH PANEL LOADLINER

CITY DELIVERY and many more types

A WIDE VARIETY of options in Rear ends, Interiors, Floors, Doors, etc., give a maximum in "Custom Built" features for low cost operation.





REAR ENDS are formed from engineered hi-tensile steel sections. Side doors are available on all models, both single and double.

INTERIORS in a wide selection of linings give the best combinations for general or special cargo. Partitions or dividers are also available.

STANDARD FLOORS are Penta-treated well seasoned first and seconds red oak in the steel and composite models, and extruded high strength aluminum alloy in the aluminum models. For special requirements the customers' choice of floor is available in all models.

B 228

Here's how the "Peerless Assistance Team" can help you!

DESIGN . . . Although Kentucky offers a wide selection of standard type models they frequently find a special design is the best answer to the needs of certain lading. They are fully staffed to provide the design best for the particular lading.

SELECTION . . . One of the most important aspects of trailer selection is the completeness of the line. Here again Kentucky can give you a dollar advantage. Kentucky can serve all of your piggyback trailer needs. Frequently, a standard model can be recommended, instead of a "special". Keeps your cost down.

CONSTRUCTION . . . The "Custom Built Concept" of Kentucky basically means that the purchaser receives many construction features considered as "standard". These extra construction features mean lower operating costs and longer life. A few minutes comparing Kentucky features will be very revealing to cost conscious operators.

Introducing the exclusive 3-way "PAY AS YOU CHOOSE PLAN"

1. **PURCHASE OUTRIGHT** (at competitive prices)
2. **STRAIGHT LEASE**
3. **LEASE WITH A PURCHASE OPTION**

THESE NEW PLANS actually can put you into business. What's more you can use any part of it, or all of it! Our Peerless Assistance Team will be happy to explain the entire operation to you and your staff. Write, wire or call for details.

THE PEERLESS ASSISTANCE TEAM will work direct with you and they will gladly supply you with advantageous quotes based on your specifications. Write, wire or call for full information. Ask about the money saving P.A.T.

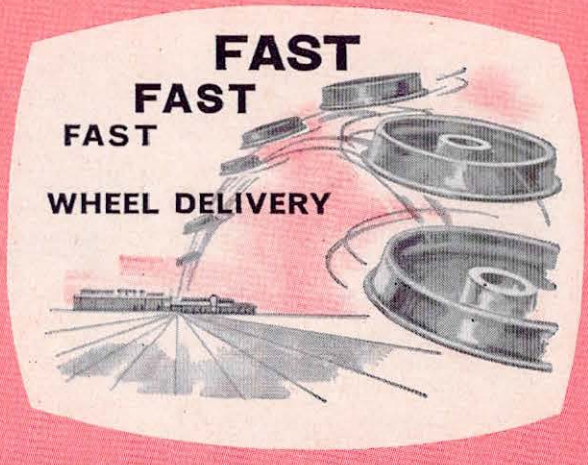
PEERLESS EQUIPMENT

DIV. OF POOR & CO., RAILWAY EXCHANGE BLDG., CHICAGO 4, ILL.

NEWARK 2, N. J., 1026 Federal Trust Bldg.
OMAHA 2, NEBR., 306 Barker Bldg.
PHILADELPHIA 3, PA., 1954 Suburban Station Bldg.
ST. LOUIS 8, MO., 4378 Lindell Blvd.
WASHINGTON 5, D. C., 613 Fifteenth St., N.W.

PAT

What the Griffin's Steel in Bensenville



Griffin has licked the ordinarily complex problem of logistics. When you order wheels—any quantity—you *get* them . . . *pronto!*

Because Griffin EQS Wheels are manufactured and shipped on schedule to meet your immediate needs, your inventory burdens are lessened!

OPENED IN JULY

The Bensenville plant's doors were opened in July, ready to deliver Electric Quality Steel Wheels to you at unprecedented speed.

Vital statistics? Ultra-modern pressure-pouring, production, and storage facilities. Where's Bensenville? Just outside of Chicago—transportation hub of the United States. This is the *sixth* Griffin steel wheel plant. The others: Chicago . . . Muncie, Kansas . . . Colton, California . . . St. Hyacinthe, Canada . . . Transcona, Canada.

LABORATORY SITE

The Bensenville site also houses a laboratory. Purpose of the laboratory—perhaps the finest of its kind in the country—is to ceaselessly *improve* car wheel performance and longevity, through development and testing. A technical staff of experienced engineers divides its efforts between the component sectors of the laboratory: metallurgy, ceramics, electrical, spectographic, analytical chemistry, mechanical, and research and chemistry. Their combined metallurgical know-how is pooled to serve *you*.

opening of Wheel Plant means to YOU!

Griffin plant locations? Determined by customer needs! *Wherever* you're headquartered, there's one conveniently positioned to serve you . . .

Steel wheel technology reaches its peak in this ultra-modern plant, which has but one function —to provide you with the best wheels made!

UNIQUE RELATIONSHIP

America's railroads look to Griffin, because Griffin has spent millions converting its plants from chilled iron wheel production to cast steel wheel production . . . at a time when the roads were concerned about available steel capacity. Griffin *said* it would deliver . . . and it *did*.

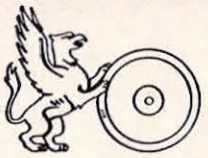
MORE VITAL STATISTICS

Griffin, a leader in wheel production for more than 80 years, has shipped more than 50 million wheels.

No one knows *more* about wheel technology, as it applies to America's railroads. Griffin is the *world's largest* manufacturer of railroad freight car wheels.

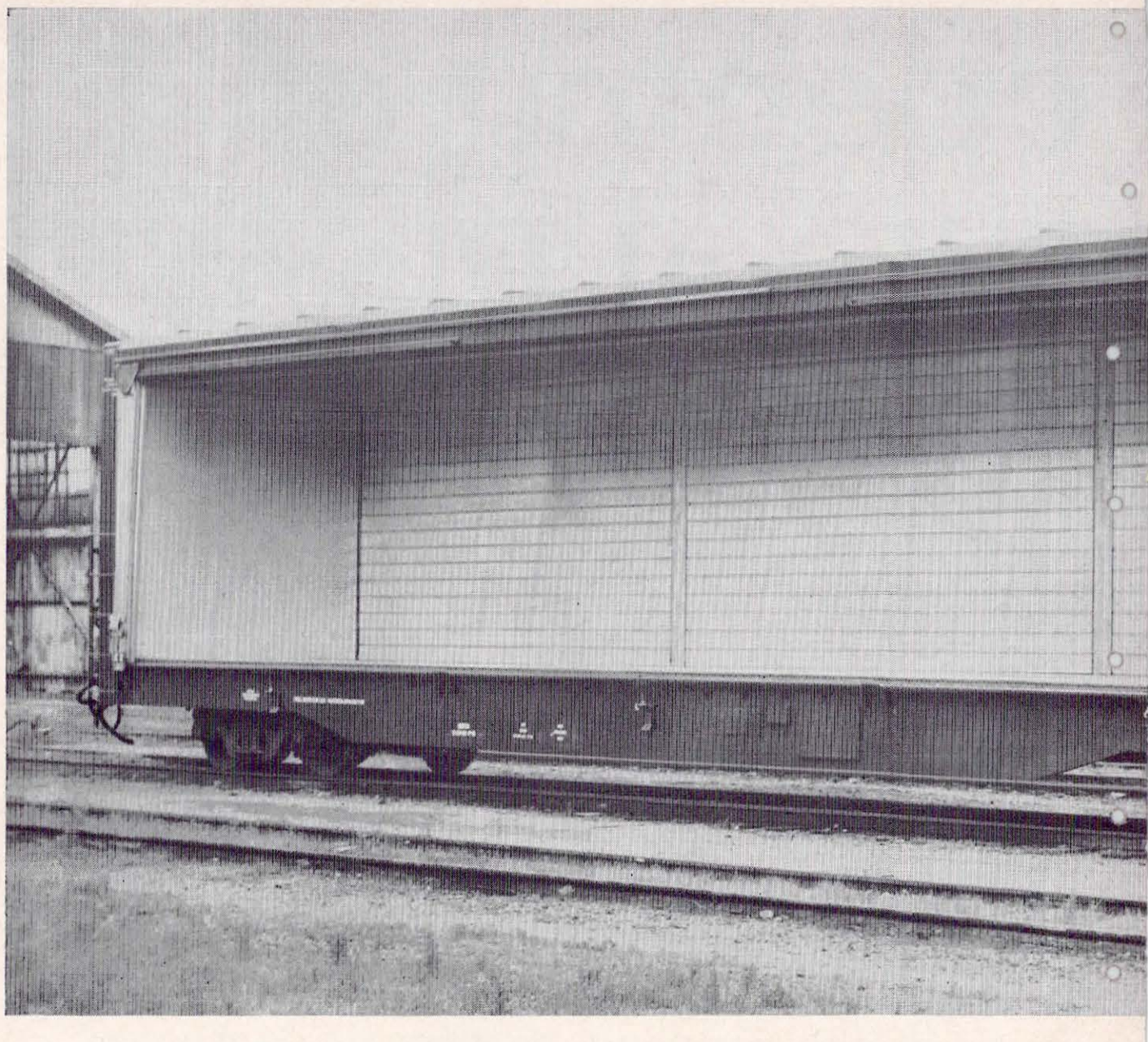
Visit our booth at the Allied Railway Show. Spaces 281-282-283-284.

GRIFFIN EQS®
ELECTRIC QUALITY STEEL



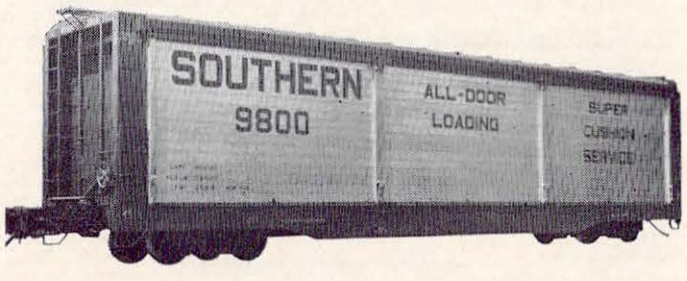
GRIFFIN WHEEL COMPANY
445 North Sacramento Boulevard, Chicago 12, Ill.

GRIFFIN STEEL FOUNDRIES Ltd.
St. Hyacinthe, Quebec; Transcona, Manitoba, Can.



What makes Southern's new

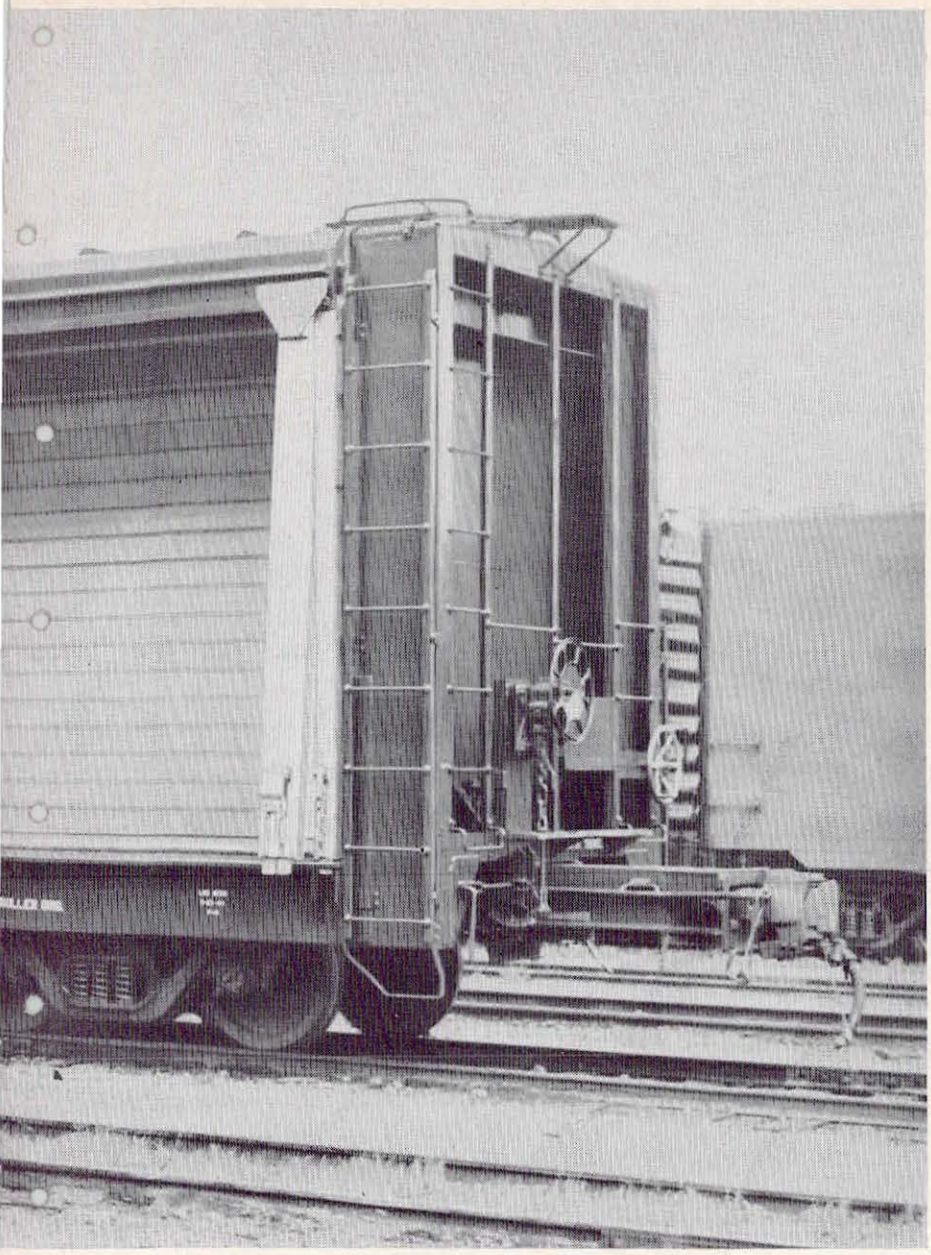
REYNOLDS ALUMINUM

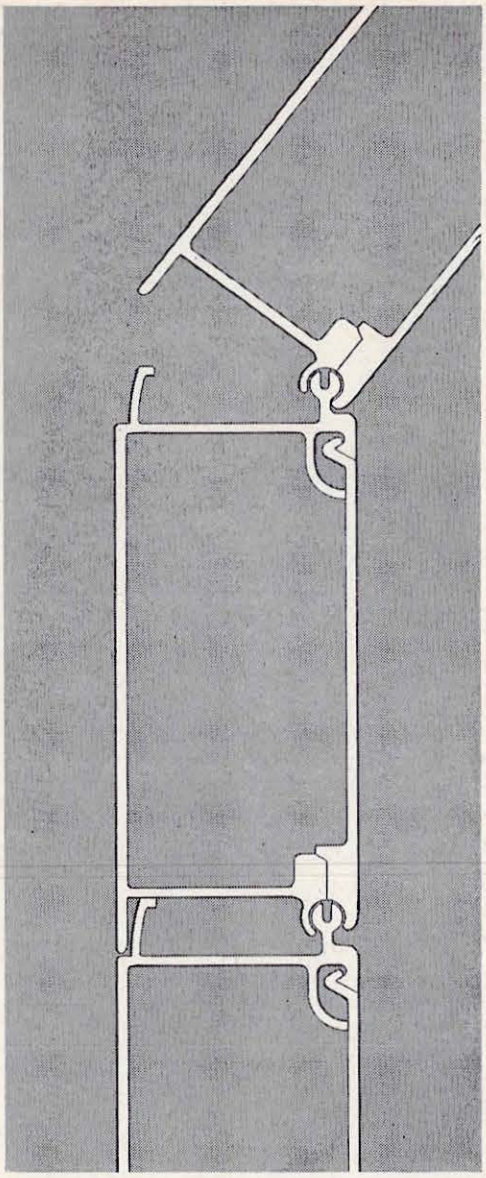


Southern Railway's new All-Door Box Car offers shippers faster, easier loading of really big freight. It loads as easily as a flat car, and protects cargo with enclosed shipping. Doors are being built by Barber-Colman; Pullman-Standard is building the cars.

Rugged, lightweight doors—the full car length—roll up to open the whole side of the car for loading and unloading. Any cargo package up to 50 ft. 6 in. long and 9 ft. 3 in. high can be put right into the car through this side opening.

The secret, of course, is in the door. And the secret of the car-wide door is in its construction—using Reynolds Aluminum Extrusions. The extrusions, with their ball-and-socket joints, form three





Cross-section of Reynolds Aluminum Extrusions that give new roll-up box car doors their lightweight strength.

car-wide doors work:

EXTRUSIONS (they make doors strong, too)

strong door section panels which roll up under the car roof—just as an overhead garage door does.

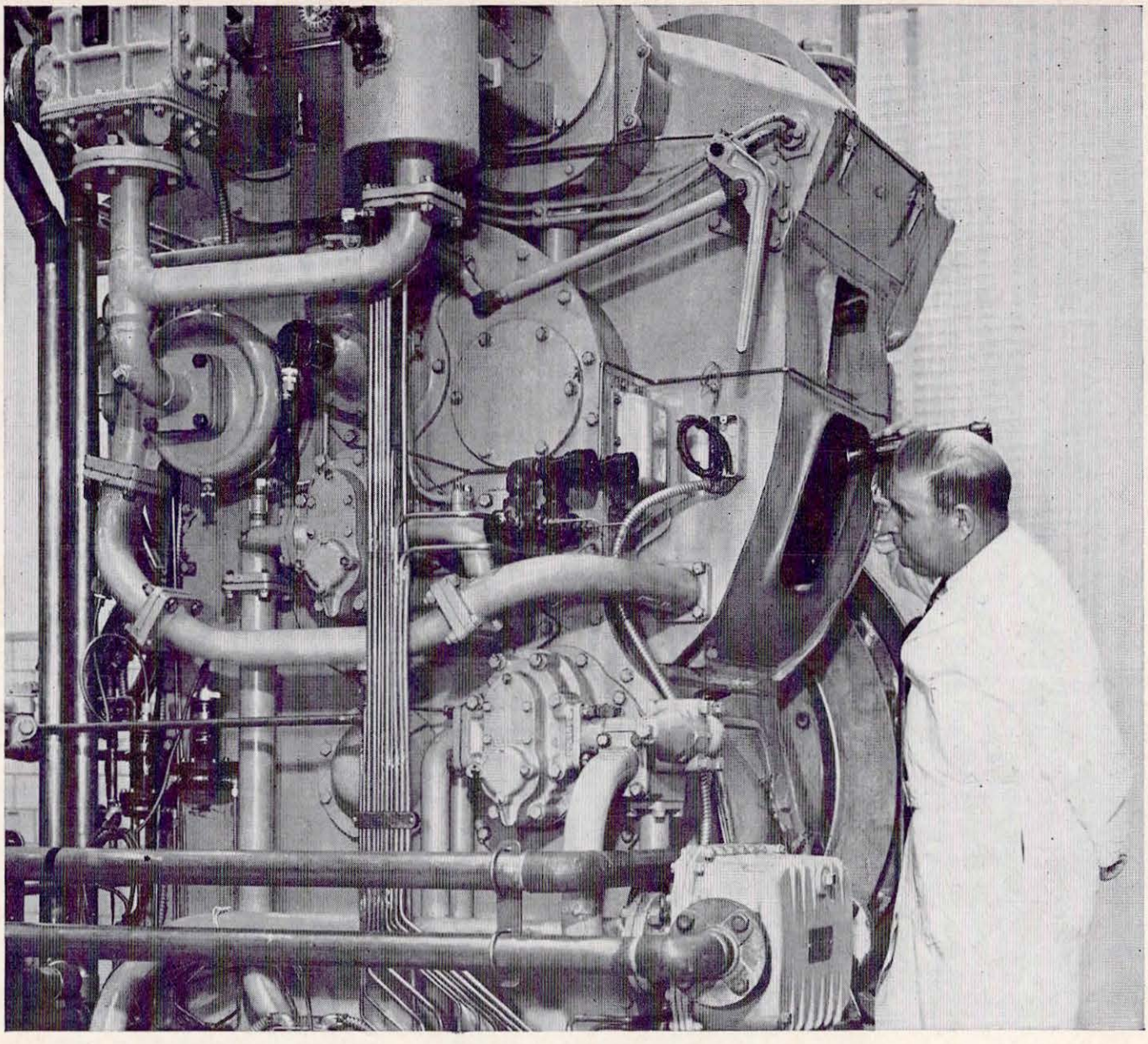
The door sections are light in weight, movable by one man. Yet, their hollow wall extrusion design provides the strength and rigidity that daily freight service demands. And, being aluminum, the doors will never need painting or protection from corrosion; they won't rust—ever.

Reynolds worked with Southern, Barber-Colman and Pullman-Standard to develop extrusion designs that provide the extra strength, and keep construction costs low. Result: a box car designed for fast, low-cost shipping service. Southern has ordered 200 box cars equipped with aluminum doors.

Each Southern All-Door Box Car has two car-length door sides; each door consists of three sections. Supporting posts, also Reynolds Aluminum Extrusions, can be moved to the ends of the car when the door sections are rolled up. End posts are Reynolds Aluminum Extrusions, as well.

For details on the aluminum, and the aluminum know-how, that made these new All-Door Box Cars possible—or on any other railroad application—contact your local Reynolds office. Or write *Reynolds Metals Company, P. O. Box 2346-TM, Richmond 18, Virginia.*

Watch Reynolds exciting TV programs on NBC: The Dick Powell **Reynolds Aluminum Show** every other Tuesday; **Say When,** weekdays; **All Star Golf**—in living color—every Saturday.



"OLD RELIABLE"

THE ENGINE THAT TRAVELED A MILLION MILES TO NOWHERE

TESTING ESSO RAILROAD PRODUCTS!

"Old Reliable" is the name affectionately given to this heavy-duty diesel engine used by Esso Research for developing improved railroad fuels and lubricants. It is a two-cylinder version of the same type now used in the majority of American railroad locomotives.

As part of the extensive test facilities used by Esso Research, this elaborately instrumented diesel has run the equivalent of over a million miles in developing, testing, and improving the advanced line of Esso railroad products.

By such painstaking efforts Esso constantly strives to help railroads improve equipment performance and to help reduce maintenance costs.

Your Esso Representative adds a big "plus" of personalized service, backed by a system of conveniently located Sales Service Laboratories always ready to assist you with any lubrication problem. Give him a call, or write to us at 15 West 51st Street, New York 19, New York.

HUMBLE OIL & REFINING COMPANY

RAILROADING AFTER HOURS WITH JIM LYNE

TO HIM THAT HATH— The federal government keeps on pouring out money and brainpower to make air transportation grow even faster than it is growing already. A Presidential "task force" has just turned in a 339-page report recommending ways and means to enable airlines to divert more traffic away from surface carriers. The researchers want more and bigger airports, and they have put a burr under the tail of the federal government—demanding that it get busy and develop a 2,000-mph plane for the airlines. They want the federal government to guarantee loans, to speed up the purchase of cargo planes.

To me, it would make more sense for the federal government to be cooking up ways and means for stimulating the growth of railroad traffic and service—which is on the wane, and might disappear in part—rather than to be force-feeding aviation, which is growing like a weed as it is.

WHAT CITIES WILL WIN?—I've been reading an exciting book called "The Future of Our Cities" (published by Doubleday). The author, R.A. Futterman, isn't a professional planner or crystal-ball sociologist, but a highly successful real estate operator—thus proving that there's more than mere long-haired theory to his ability to predict.

He weighs the forces that are changing our cities—the automobile and the gigantic federal highway program, the St. Lawrence Seaway, industrial innovation. He concludes that "not all cities will prosper in the years to come."

Will your town, the towns on your railroad, be among the ones to thrive—and will your railroad thrive with them? Those are big questions and Mr. Futterman takes specific cities and reads their horoscopes. He is bullish on Kansas City, less so on St. Louis. He has high hopes for Norfolk, and very dim ones for Los Angeles, unless it provides for adequate transit service.

I get the notion from reading this book that successful cities, hereafter, will not be the result of just dumb luck—as has often been the case in the past—but will come from foresighted planning. Improved urban transit and commuter service will have a lot to do with deciding which cities will be winners.

PLANNED POVERTY—A few weeks ago I saw a 2-mile relocated piece of the much-touted federal interstate highway system, which ruined at least 16 thriving business establishments on the road it replaced—and must have taken close to $1,000,000 in values off the local tax rolls in the village affected.

The more I see of this federal highway system, the livelier my suspicion becomes that it was not planned at all from the standpoint of the national welfare—but primarily as a scheme for the enrichment of the well-placed few, at other people's expense.

BETTER RAILROAD?—I heard the other day of a passenger-train delay, arising from equipment failure, which aroused some criticism on the part of the customers—which the conductor didn't appreciate at all. Finally, in exasperation, he asked:

"Do you know of any railroad that's better than this one?"

"Yeah," the complaining passenger replied, "Lionel."

The conductor did not have a comeback for that wisecrack—but there is one, viz., that Lionel doesn't have any obsolete working rules, nor regulation, and it earns a lot more on its capital investment than any regulated railroad.

GOOD CONDUCTORS—One peculiarity of the wage system on railroads that has never seemed logical to me is the uniform rate of pay, where the employee barely qualified to do the job is paid the same as the most proficient.

Variety in performance as between conductors (both freight and passenger) is conspicuous, although it probably is no greater than the difference in quality and quantity of output in other occupations.

I have seen passenger conductors who could handle the most difficult passengers without a ruckus—whereas there are others whose tendency is to put fuel instead of water on a fire. If there's no practicable way of providing monetary rewards for superior performance by employees, then it would surely be worth while to find some method of granting recognition to the high-level operators.

EDUCATIONAL OPPORTUNITY—A friend of mine, Ned Lord (a traffic market researcher for eastern railroads), recently completed the qualifying examinations as a "certified member" of the American Society of Traffic & Transportation—which led led me to inquire of President Frank Ryan of the society about the number of "certified members" it takes in, in the course of a year.

I now have a letter from W. E. Linane, the society's registrar, who advises that the number of new members acquired by the "examination route" in the year ended July 31 was 67. He says the L&N, the Southern and the NYC are particularly active in encouraging employees to study for these examinations. Here is an educational opportunity, open to everybody at reasonable cost, which makes available a background of knowledge that every railroader ought to have.

Mr. Railroader:

DO YOU KNOW THE REAL COST OF DO-IT-YOURSELF ELECTRICAL ENGINEERING AND CONSTRUCTION?

Analyze such expenditures and compare them with the low-cost of using the services of Specialists experienced in Railroad Electrical Engineering and Construction.

Cost savings and increased operating efficiency in Classification Yards, Terminals, Repair Shops, Unloading Facilities can be realized by the use of our services.

Full information will be given upon request.

HARRY F. ORTLIP, President
Harry F. Ortlip Company
50 North 18th Street
Philadelphia 3, Pa.
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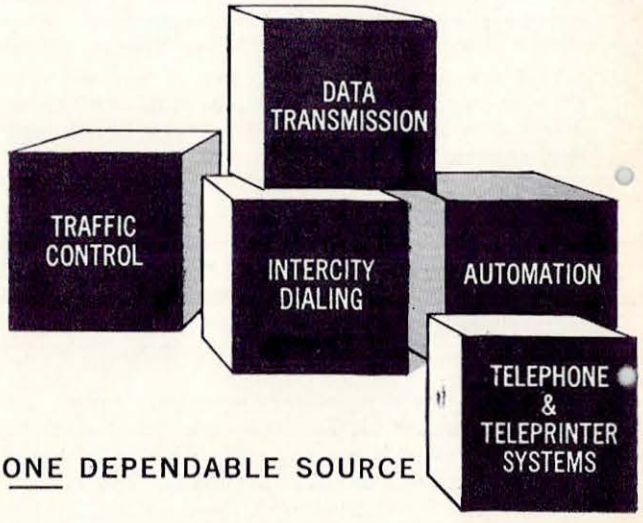
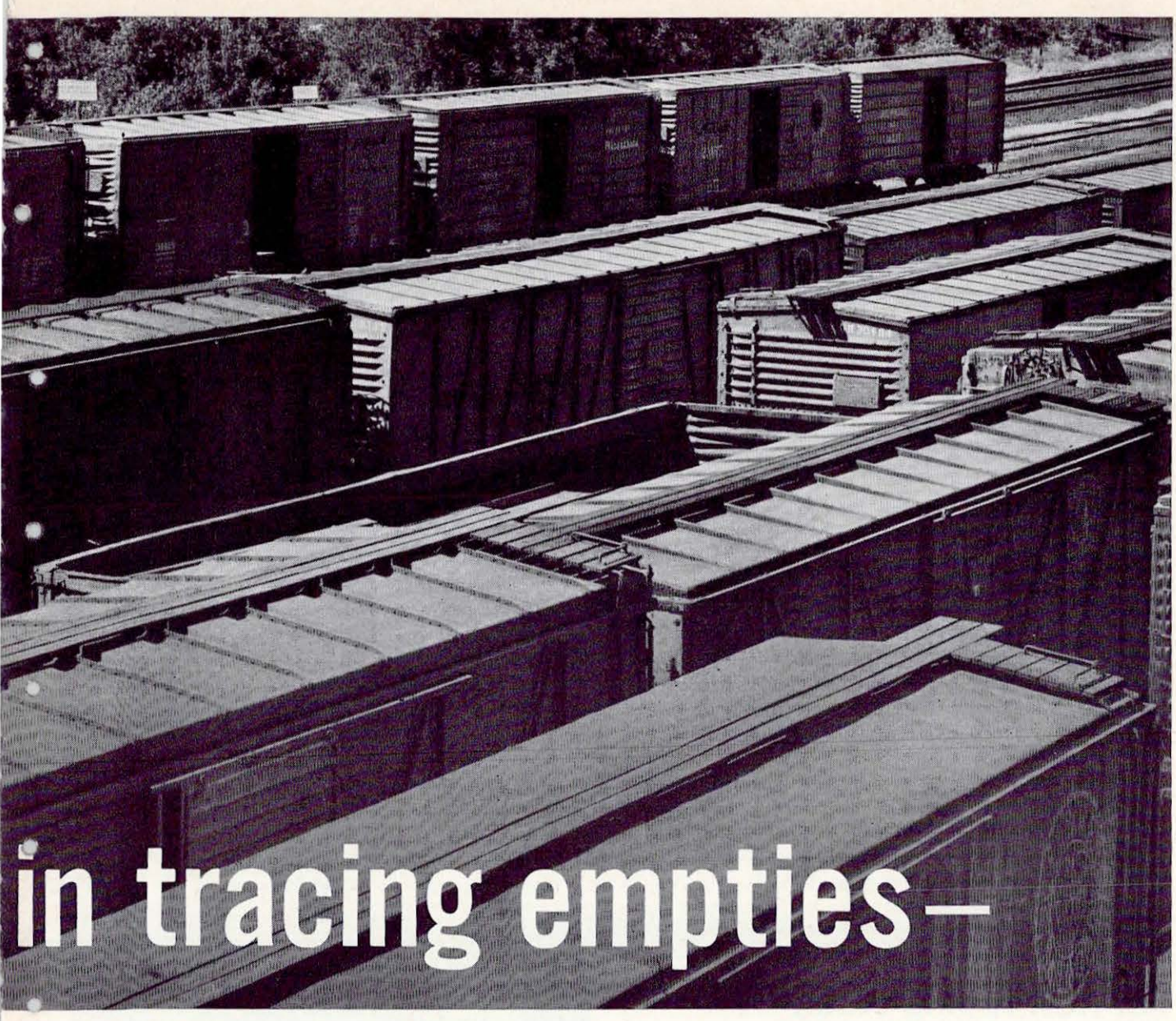
The next big move

high-speed system



ALL THE "BUILDING BLOCKS" YOU NEED—FROM ONE DEPENDABLE SOURCE



in tracing empties—

communications

If you're playing boxcar poker with empties, Automatic Electric offers an economical way to avoid the gamble.

The answer is *total communications at high speed.* Such communications provide "high-speed diversion," for example—constant supervision of loaded cars, faster re-use of empties, significant increase in revenue hours per week for rolling stock.

With a planned, integrated communications system, you can increase your telephone traffic capacity, have high-speed teleprinter service, data transmission, traffic supervision and control.

Total high-speed communications such as this greatly reduces paper work and lets you move massive amounts of information *fast.*

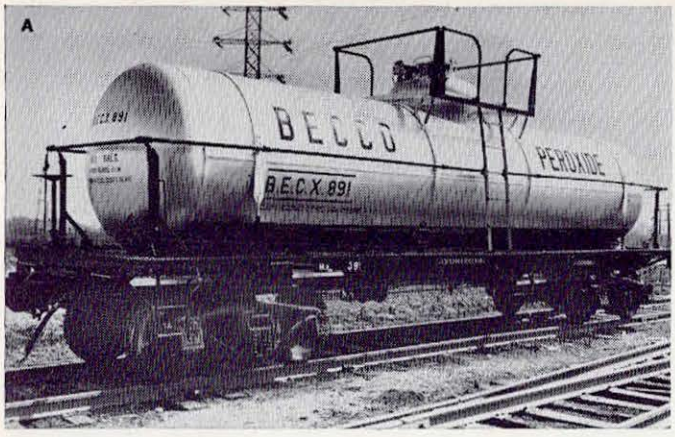
AE can supply the complete communications package, right down to the last connection. Or work with your Communications Superintendent in planning a "building block" system that permits you to add as you go.

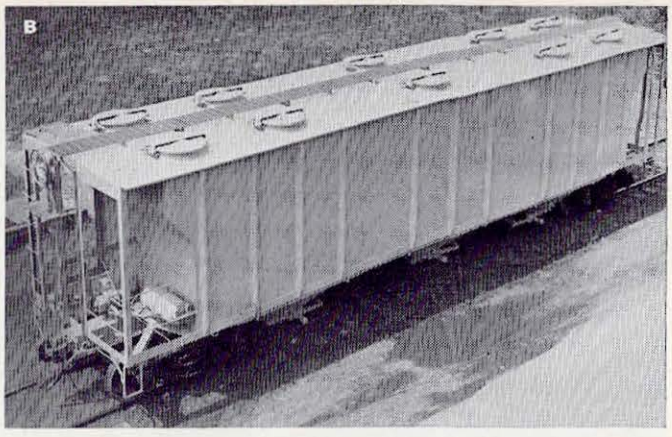
For full details, phone (Fillmore 5-7111) or write the Director, Railway Sales, Automatic Electric Sales Corporation, Northlake, Illinois.

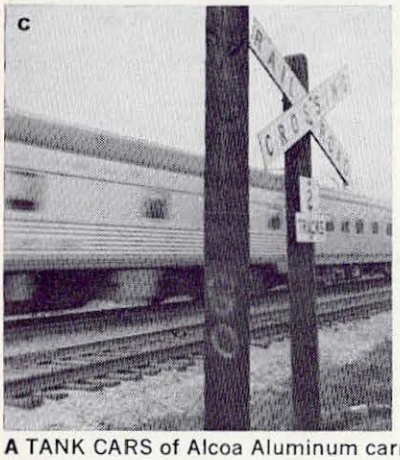
AUTOMATIC ELECTRIC

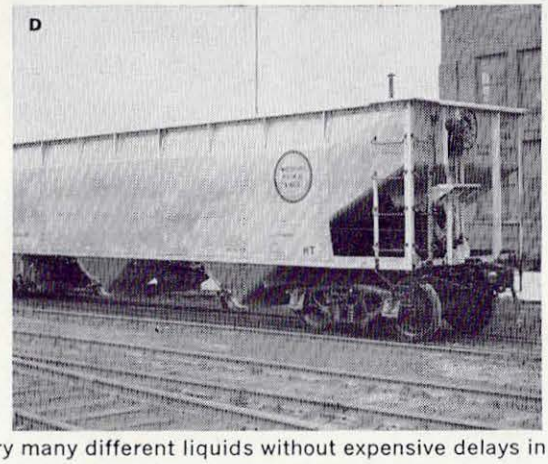
Subsidiary of

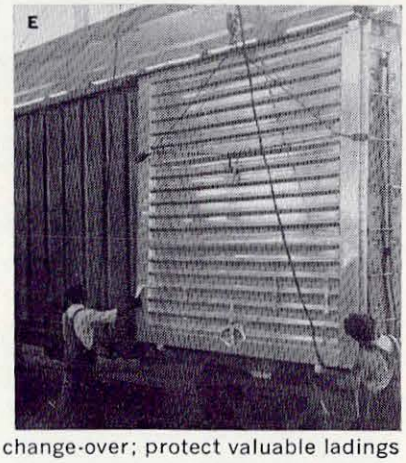
GENERAL TELEPHONE & ELECTRONICS



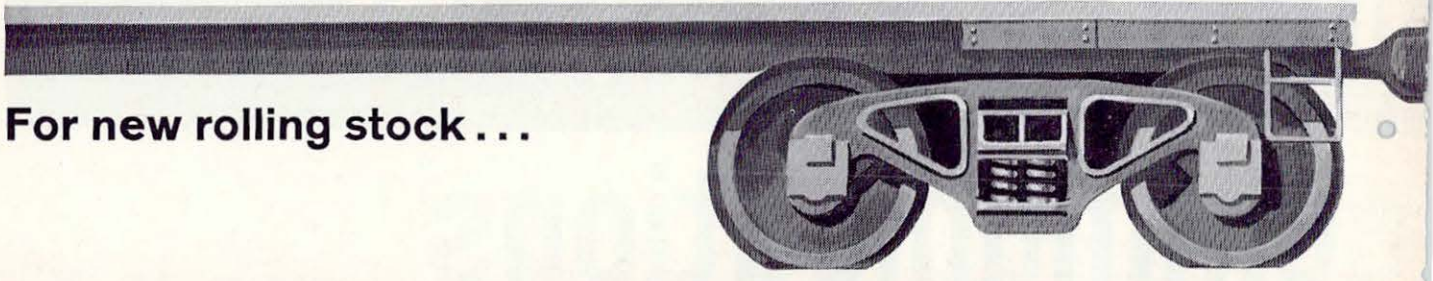






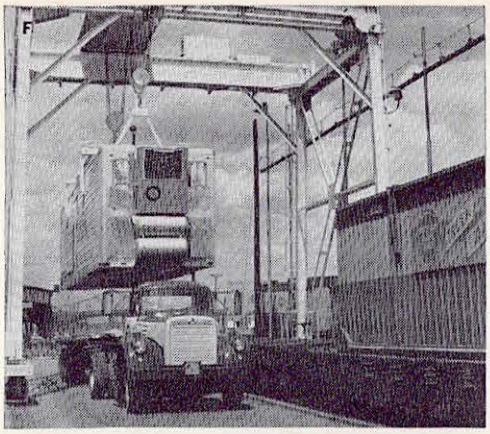


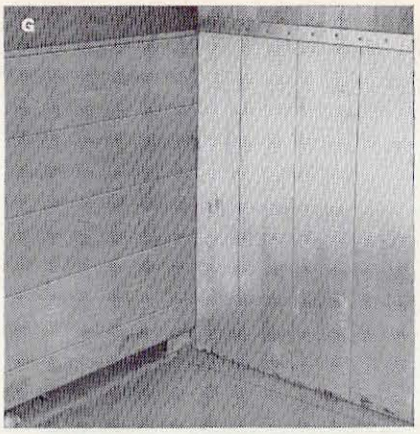
A TANK CARS of Alcoa Aluminum carry many different liquids without expensive delays in change-over; protect valuable ladings from contamination by corrosion. **B** COVERED HOPPER CARS need no lining when they're nontoxic Alcoa Aluminum. It can't contaminate cargoes. **C** RAPID TRANSIT COACHES, lightened by Alcoa Aluminum, need less motive power. They stop and start faster; have higher top speed. **D** OPEN HOPPER CARS of Alcoa Aluminum convert dead weight to pay weight. Greater capacity earns more revenue. **E** DOORS weigh only half as much in Alcoa Aluminum; won't rust, so can't stick. One man easily handles even the new larger sizes. **F** CONTAINERS of Alcoa Aluminum boost payload capacity as much as 50 per cent; take unloading

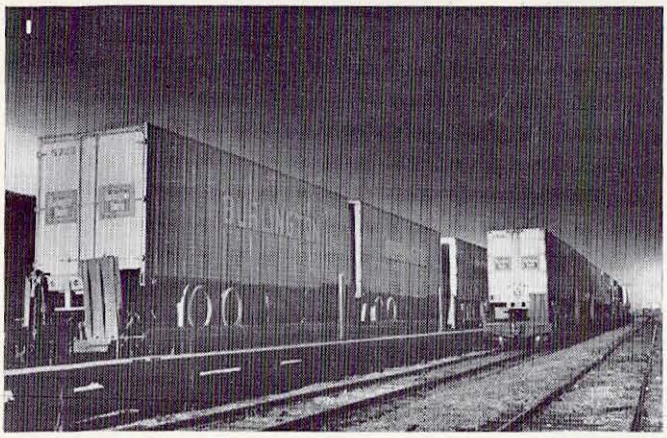


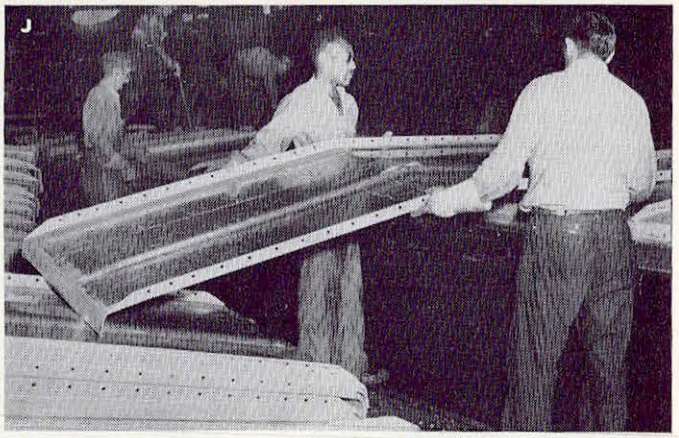
For new rolling stock . . .

GO ALCOA ALUMINUM DOWN THE LINE

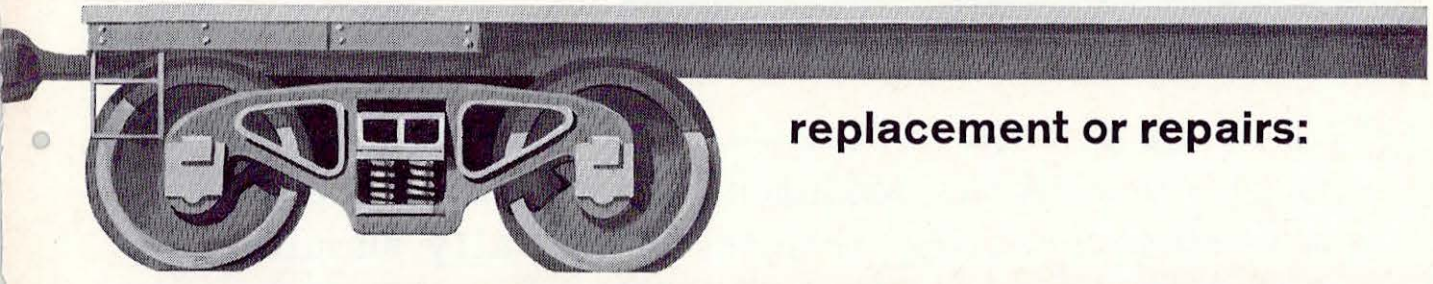








shocks better, too. They're pilferproof, maintenance-free. **G** CAR LINERS are light but tough in Alcoa Aluminum. They need no surface coating (or paint) for protection, yet cost *less* than metals that do. **H** LADING BARS weigh only 40 lb each in Alcoa Aluminum. Easy to handle and install, they eliminate costly dunnage, protect cargoes. **I** PIGGYBACK UNITS in lightweight Alcoa Aluminum move extra payload faster; end damage and loss from rough handling, pilferage. **J** ROOFS of Alcoa Aluminum are the fastest, most economical way to eliminate dead weight—adding about 1,400 payload pounds.



replacement or repairs:

...EARN MORE BY CARRYING MORE!

Anticipating the profit squeeze between higher costs and sharper competition, progressive railroaders started going *aluminum* . . . and found it worth the extra pennies. Alcoa® Aluminum soon pays for itself—and *more!* Lighter weight adds capacity for extra revenue—especially for shippers using incentive rates. Because Alcoa Aluminum needs minimum care, it saves systems thousands of man-hours annually.

Working with railroads more than 30 years, Alcoa continues to lead the way in research and development. Our railroad engineering staff—backed by the industry's largest production facilities—is at *your* service, ready to work on your specific problems. For details, call your nearest Alcoa sales office; or write: Aluminum Company of America, 1772-J Alcoa Building, Pittsburgh 19, Pa.

ALCOA ALUMINUM

ALUMINUM COMPANY OF AMERICA

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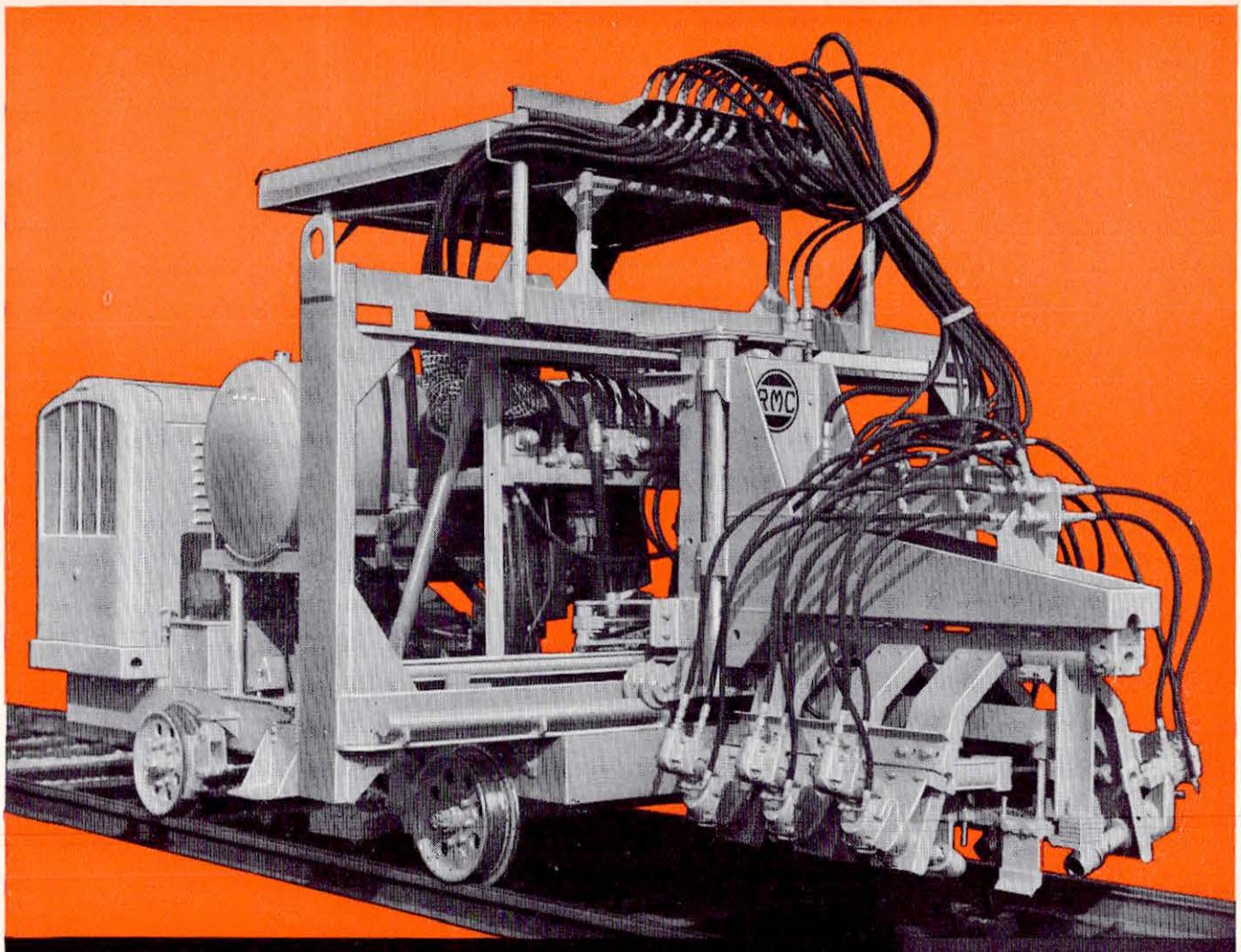
ALCOA PREMIERE with Fred Astaire as Host . . . Tuesday Evenings, **ABC-TV**

CHICAGO E. J. & E. RY. OUTER BELT

THOMAS D. BEVEN
PRESIDENT

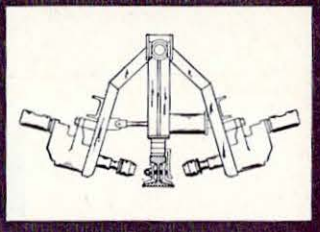
"I saw an article in Railway Age recently about our use of radio in the Maintenance of Way Department - a very interesting article. We really should have published it first in the "J" Milepost. This is just another of the many reasons why Railway Age should be, and is, required reading on this property. No other publication speaks with such authority for and about the railroad industry. It keeps us on our toes."



New Concept!

Tightens or Removes Rail Joint Bolts

The head is positioned hydraulically after the machine is spotted. Wrenches are adjustable for all bolt centers.



RMC BOLTMASTER

Tightens two to three joints per minute with a single operator! BoltMaster simultaneously tightens six or four bolts by hydraulic wrenches, while allowing single wrench operation when desired (mainly for bolt removal). As the machine moves forward, the head is traversed from one rail to the other. *Ask for BoltMaster Bulletin.*

GEARED TO PROGRESS
PRI MEMBER

Railway Maintenance Corporation

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PERFORMANCE

SPERRY RAIL SERVICE

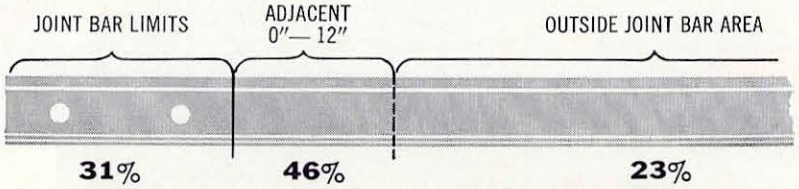
RESULTS OF SPERRY'S CONTINUING PROGRAM OF RESEARCH AND DEVELOPMENT AIMED AT CONSTANTLY IMPROVING RAIL TESTING PERFORMANCE

CLTD*

New Ultrasonic Equipment for Detecting Centrally Located Transverse Defects

1960 During 1960, Ultrasonic CLTD equipment, supplementing the Induction Testing System, was operating in all Sperry Detector Cars. The year's test results show that, on mileage tested with both systems in operation, there was a 22% improvement in TD detection. A large part of this increase occurred inside the joint bar limits and the adjacent joint bar area, formerly difficult or impossible to test with the Induction System.

1961 Ultrasonic CLTD performance was further improved in the first half of 1961. Equipment refinement, improved detection techniques, and faster and more accurate verification methods helped ultrasonics add 26% to the Induction System's TD detection. The CLTD equipment has also been very effective outside the joint bar area where it helps find many TDs which lie under engine burns, slivers and other surface defects.



DISTRIBUTION OF TRANVERSE DEFECTS LOCATED BY ULTRASONIC CLTD EQUIPMENT

BOLT HOLE*

New Ultrasonic Equipment for Detecting Bolt Hole Cracks and Other Web Failures

1960 In 1960, Ultrasonic Bolt Hole test equipment was field tested in several of Sperry's Detector Cars and, with this trial equipment operating, 3,300 bolt hole cracks and head and web separations were located during the year. These field test results showed that the performance of the new equipment justified the cost of installation in the entire Sperry fleet. This service was then added at no extra cost to the railroads.

1961 By January, 1961 the installation of Bolt Hole test equipment in all Sperry Detector Cars was completed and, in the first six months, 11,500 bolt hole cracks and head and web separations were located, an annual rate of 23,000. However, this is only a step toward the ultimate goal of complete end to end testing, and further development and improvement of instrumentation and techniques is still our prime objective.

Although proud of the improved overall performance, we, at Sperry, are continuing our long range program of development and refinement of equipment and techniques with which to serve the railroad industry.

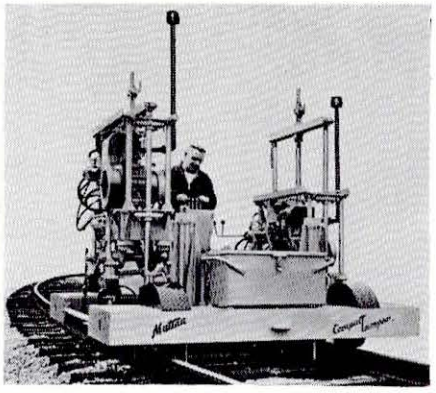
"You Now Buy More With Your Rail Testing Dollar"

SPERRY PRODUCTS COMPANY

DIVISION OF HOWE SOUND COMPANY

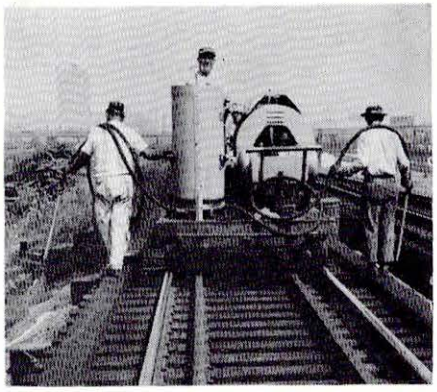
Shelter Rock Road • Danbury, Connecticut

NEW PRODUCTS REPORT



Compact Tamper (RA-1)

The Matisa principle of vibrating-squeeze tamping now is available in a machine that is claimed to deliver twice the power at half the weight, twice the speed at half the labor, and twice the efficiency at half the cost, as the company's Speed-Tamper. Designated the "Compact Tamper," the unit is designed to be used for spot-tamping and smoothing operations, yard maintenance and out-of-face raises. It is stated that the unit is rugged and fast enough to work as a main-line production tamper for small railroads. The machine is equipped with independently controlled tamping heads with fork-type tools and hydraulic jacks with ball-type rail clamps. The jacks can be operated independently or together. The Compact Tamper is powered by two air-cooled Wisconsin engines which develop 12.5 hp at 3,000 rpm. It is equipped with a large hydraulic jack at the center of the machine for lifting it clear of the rails for setting it off the track. *Matisa Equipment Corporation.*



Granular Applicator (RA-2)

A new air-operated device is available for spraying granular herbicide around both sides of a bridge, and underneath it, at the same time. It operates from the track and consists of a tank, an air-pressure regulator and two hoses with nozzles. The new granular applicator operates from an air compressor, furnished by the railroad, and is designed to spray any make of granular herbicide at the rate of 25 lb of material per minute through each hose. It is capable of spraying herbicide for a distance of up to 45 ft from the track on each side of the bridge.

The tank of the device holds approximately 350 lb of granular material under pressure. It and the air compressor can be mounted on a push car and pulled along the track by a motor car. A 60-cfm air compressor is required when spraying is to be done out of both hoses at the same time. When only one hose is required for the work, a 35-cfm compressor can be used. *Pepco Engineering Products Corporation.*

Microwave Antenna (RA-3)

Spun aluminum parabolic antennas in the 5,925-8,000 mc range are equipped with circular waveguide feed and cast circular-to-rectangular waveguide transition. Full 360-deg polarization adjustment is possible without moving the feed. An initial single polarized installation can be expanded at a later date to a dual-polarized system by adding only an adaptor. Antennas come in 4, 6, 8 and 10 ft diameters. *Mark Products Co.*

Self-Supporting Tower (RA-4)

A new self-supporting communications tower 170 ft high is now available. Other towers, likewise self-supporting, are available in heights up to 130 ft. Addition of three heavy duty 20-ft sections to the basic self-supporting design gives the extra height and support needed to increase the rating so it can be used for bigger and heavier jobs, reports the manufacturer. Towers might be used for two-way radio or microwave stations. *Robin Mfg. Co.*

RAILWAY AGE WEEKLY

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS ADVERTISED ON PAGES 2 3 4 6 8 11 12 16 18-19 21 26-27 28-29 30 32-33 34-35 38 40-41 42-43 45 46 50 53 55 57 58

PLEASE SEND ADDITIONAL INFORMATION RELATING TO PRODUCTS DESCRIBED ON PAGES 47 and 48 MARKED RA-1 RA-2 RA-3 RA-4 RA-5 RA-6 RA-7 RA-8

NAME ..... TITLE .....

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ADDRESS .....

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9/18/61

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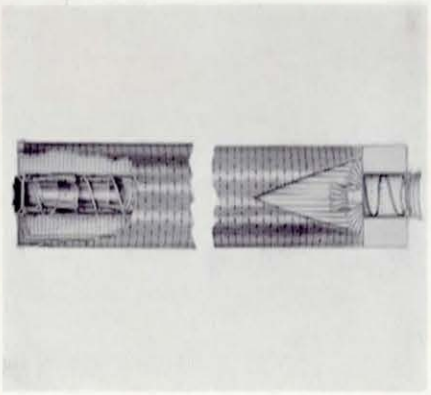
NEW PRODUCTS REPORT

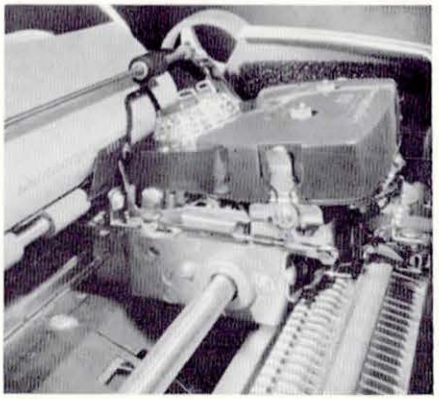


Paper Filter Cartridge (RA-5)

The pleated filter paper in the CP3 filter cartridge for diesel locomotives is corrugated. It is held in position to outer shell by specially developed adhesive to provide positive filtration with high flow. End caps are 26-gage tin plate; perforated center plate, 28-gage rolled steel. Hycar Spacer is at top of filter. Full-flow cageless or canister types are available in 5½- and 6½-in. diameters. *Superior Diesel Filter Co.*

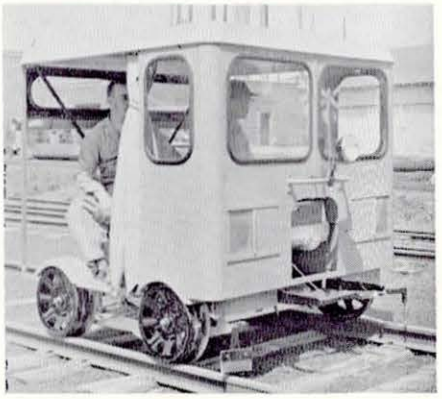
Electric Toilet (RA-6)

Waste is reduced to inorganic ash in a matter of minutes with the Incinolet, an electrically operated toilet which has been successfully installed on diesel locomotives. Candor, a built-in. heat-activated catalyst, is used to stop odors. The unit is also suitable for work cars, trailers and isolated work areas where water-flush systems freeze or are difficult and expensive to install. *Research Products Manufacturing Co.*



New Typewriter (RA-7)

The new Selectric typewriter has no movable carriage or type bars. All the alphabetic characters, numerals and punctuation symbols are contained in a sphere-shaped element which moves across the paper on a carrier. The sphere rotates and tilts at high speeds as it types and selects the desired character or symbol. The sphere moves from left to right across the paper. Six type faces are now available for this new electric typewriter. *IBM.*



Inspection Car (RA-8)

A newly designed track motor car utilizes many aluminum parts to reduce weight. Wheels, axles and some engine components are the only major metal parts not made out of aluminum. The total weight of the car is 625 lb. Aluminum Co. of America supplied the aluminum for the car. One man can move the vehicle off the rails. Another claimed advantage is the corrosion resistance of aluminum. *Fairmont Railway Motors Inc.*

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RAILWAY AGE WEEKLY

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RA-1 RA-2 RA-3 RA-4 RA-5 RA-6 RA-7 RA-8

NAME ..... TITLE .....
COMPANY .....
ADDRESS .....
CITY ..... ZONE ..... STATE .....

9/18/61

Market Outlook

Carloadings Drop 14.5% During Holiday Week

Loadings of revenue freight in the holiday week ended Sept. 9 totaled 512,726 cars, the Association of American Railroads announced on Sept. 14. This was a decrease of 86,623 cars, or 14.5%, compared with the previous week; an increase of 32,661 cars, or 6.8%, compared with the corresponding week last year; and an increase of 35,110 cars, or 7.4%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended Sept. 2 totaled 599,349 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Sept. 2

District	1961	1960	1959
Eastern	87,027	86,060	79,458
Allegheny	97,322	73,783	80,118
Pocahontas	54,147	49,909	46,317
Southern	107,569	108,120	112,658
Northwestern	94,600	101,370	67,001
Central Western	111,435	111,346	112,639
Southwestern	47,249	46,618	49,615
Total Western Districts	253,284	259,334	229,255
Total All Roads	599,349	577,206	547,806
Commodities:			
Grain and grain products	49,529	50,436	47,964
Livestock	4,374	4,957	6,376
Coal	108,114	102,220	101,221
Coke	7,296	5,079	3,162
Forest Products	38,454	39,231	41,536
Ore	52,154	55,138	9,395
Merchandise l.c.l.	29,197	34,551	42,892
Miscellaneous	310,231	285,594	295,260
Sept. 2	599,349	577,206	547,806
Aug. 26	592,265	594,964	548,877
Aug. 19	595,154	596,464	542,486
Aug. 12	591,062	600,021	544,569
Aug. 5	588,969	594,444	532,259
Cumulative total, 35 weeks	18,732,344	20,951,288	21,203,028

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Sept. 2 totaled 12,356 cars, compared with 11,095 for the corresponding 1960 week. Loadings for 1961 up to Sept. 2 totaled 385,135 cars, compared with 370,286 for the corresponding period of 1960.

IN CANADA.—Carloadings for the ten-day period ended Aug. 31 totaled 112,200 cars, compared with 71,966 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Aug. 31, 1961	112,200	33,079
Aug. 31, 1960	115,682	35,189
Cumulative Totals		
Aug. 31, 1961	2,283,115	816,129
Aug. 31, 1960	2,446,839	949,201

New Equipment

FREIGHT-TRAIN CARS

► *Chicago Great Western.*—Ordered 10 70-ton Dry-Flo covered hoppers and five 70-ton flat cars from General American.

► *Florida East Coast.*—Ordered 22 Lo-Dek flat cars from Pullman-Standard at an approximate cost of $278,000. The cars, for handling automobiles, have been delivered.

► *Milwaukee.*—Is acquiring 25 Mark III Flexi-Van flats through a lease arrangement with North American Car Corp. The cars, supplied by Strick Trailers Div., Fruehauf Trailer Co., will be delivered by the end of September.

► *New York Central.*—Ordered 50 50-ton twin Flexi-Van Mark III flat cars for October 1961 delivery, from Greenville Steel Car Co. of Greenville, Pa., at a cost of slightly more than $12,000 per car.

► *Northern Pacific.*—Ordered 20 70-ton, 2,600-cu-ft Airslide covered hoppers from General American at an estimated cost of $300,000. This is in addition to similar order announced earlier (RA, July 3, p. 31).

► *Soo Line.*—Board of directors authorized expenditure of $1,300-000 for purchase of 40 50-ton box cars equipped with special loading devices, six special-design cars for tin-plate loading, 20 4,000-cu-ft capacity covered hoppers, 20 52½ ft gondolas for loading steel billets, 15 85-ft TOFC flats. Soo will also lease 25 45-ft TOFC flats. All cars will be equipped with roller bearings and will be delivered by the end of the year.

► *Union Tank Car.*—Has started leasing aluminum covered tank hopper cars. The first two 4,000-cu-ft capacity, underframeless cars to come from Union's Whiting, Ind., shops, have been leased to Zonolite Co.

► *Western Pacific.*—Ordered 40 70-ton box cars from Thrall Car Mfg. Co., three 70-ton covered hoppers from General American and 10 100-ton 4,000 cu-ft capacity aluminum Center Flow covered hoppers from ACF at a total cost of $960,000. Delivery is scheduled for October.

LOCOMOTIVES

► *Missouri Pacific.*—Is acquiring 50 GP-18 diesel locomotives from EMD at a cost of $9,000,000 as a part of its locomotive replacement program, trading in 75 1,500-hp FT's on the new units. Delivery of the GP-18's will start next January.

SPECIAL

► *REA Express.*—New equipment program includes $9,500,000 for 2,053 new trucks, tractors, semi-trailers, compact cars and other automotive equipment. The new equipment will be used for truck fleet replacements, piggyback, operation of new and short-haul over-the-road truck route service and in REA's new terminals. Deliveries will begin this fall.

Lets one man do the work of three!

The built-in hypocycloid gear is the power secret! Free to follow the eccentric crankshaft, but not free to rotate itself, it produces a 6:1 reduction ratio.

*Patent Pending

NEW! Wine Power Geared* Discharge Gate

EVEN UNDER A 70-TON LOAD one man can open this new gate. Accurately machined mating surfaces provide bind-free operation and a tighter seal. No more sledging or car damage in attempts to open "frozen" hopper doors. Electric steel castings eliminate distortion.

PRECISION-MESHED GEARS without costly machining! Amazingly accurate shell molding process helps keep unit competitively priced despite *Power-Gear* features. Rack-and-pinion principle assures parallel operation without side binding. All bearing surfaces are lubricated with Moly Disulfide.

COMPLETELY PREASSEMBLED for easy installation, ready for welding. No further fitting, no extra parts required during assembly of car. 13x24" opening fits most standard chutes. Interchangeable with most present gates; equipped with standard boot groove. Conforms to all recognized unloading devices. Now in service on six major railroads and a car leasing company.

A TRIAL APPLICATION WILL CONVINCE YOU! Complete specifications and application data on request.

WINE
Railway Appliances

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Orland E. Schultz
TEA

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PEOPLE IN THE NEWS

ASSOCIATION OF AMERICAN RAILROADS.—Ralph E. Clark, chairman of the Car Service Division, Washington, D. C., will retire Sept. 30.

ASSOCIATION OF RAILROAD ADVERTISING MANAGERS.—John N. Ragsdale, president, advises that advertising agency personnel actively servicing railroad accounts and representatives of the railway trade press now are eligible for associate membership in the organization. Membership in the 37-year-old organization previously has been confined to railroad advertising executives.

CHESAPEAKE & OHIO.—Dr. R. R. Brandon appointed assistant to chief medical examiner, Huntington, W. Va.

CHICAGO & NORTH WESTERN.—Oliver Ronning named general agent, Birmingham, Ala.

DELAWARE & HUDSON.—William R. Taylor, special assistant to the general auditor, Albany, N. Y., appointed to the newly created position of assistant to comptroller. Mr. Taylor succeeds **Raymond H. Ely,** general auditor, retired (RA, Sept. 11, p. 71). Abolished positions of general auditor and assistant to general auditor.

ERIE-LACKAWANNA.—Thomas T. Hanley appointed sales representative, 1606 Finance Building, Philadelphia, Pa.

LOUISVILLE & NASHVILLE.—John J. Schuler, assistant general freight agent, Louisville, Ky., retired Aug. 31.

MILWAUKEE.—Douglas A. Keller, assistant manager, rail-highway sales, Chicago, appointed manager, rail-highway sales there, succeeding **Edgar W. Chesterman,** named director of automotive and rail-highway traffic, Chicago.

Philip J. Cullen, assistant general freight traffic manager, sales and service, Chicago, named assistant general freight traffic manager, Seattle. **Eden C. Derr,** assistant traffic manager, Seattle, appointed traffic manager there, succeeding **George H. Kronberg,** named director of public relations and advertising, Chicago (RA, Aug. 14, p. 33). **Howard A. Springer,** division freight and passenger agent, Sioux City, Iowa, appointed general agent, Detroit, succeeding **John M. Fortman,** named traffic manager there. Mr. Springer's successor is **J. Harold Mitcham,** general agent, Birmingham, Ala., who in turn is replaced by **Robert W. Bigelow,** assistant general agent, Seattle. **Richard G. Graham,** district freight and passenger agent, San Francisco, transferred to Oakland, Calif., to replace **Erwin W. Jacobson,** named division freight agent, Tacoma, Wash. **Henry G. Sterba,** commercial agent, Terre Haute, Ind., advanced to general agent, Tulsa, Okla. **Steven E. Pilson,** general agent, New York, appointed assistant traffic manager there. **Donald M. Wiseman,** general agent, Philadelphia, succeeds Mr. Pilson. **Raymond F. Kelaher,** assistant to traffic manager, New York, retired.

MISSISSIPPI CENTRAL.—T. P. Ramsey, general freight agent—rates, Hattiesburg, Miss., retired Aug. 31. **J. H. Gilmore,** senior rate clerk, appointed assistant general freight agent—rates.

MISSOURI PACIFIC.—Edwin J. Falk, regional sales manager, Houston, Tex., retires Oct. 21.

NATIONAL CAPITAL TRANSPORTATION AGENCY.—William B. Saunders, president, and **Donald G. Wooden,** director of research, of **W. B. Saunders & Co.** have been retained to assist the Agency in its economic research program.

NEW YORK CENTRAL.—Frank K. Mitchell, Jr., assistant general manager, Eastern district, Buffalo, N. Y., appointed assistant vice president—freight sales and service, Pittsburgh, Pa., succeeding **Harry A. B. Brown,** who has been named assistant to president, **Pittsburgh & Lake Erie. Robert V. Brinkworth,** division superintendent, Boston & Albany division, Springfield, Mass., appointed division superintendent, Buffalo division, Buffalo. **Ernest C. Cross,** transportation superintendent, Springfield, succeeds Mr. Brinkworth.

Charles H. Finney, Jr., district freight salesman, Cleveland, Ohio, appointed to the new post of district freight salesman at Fort Wayne, Ind.

NORTHERN PACIFIC.—George B. Nelson, traveling freight and passenger agent, Seattle, Wash., appointed general agent, Walla Walla, Wash., succeeding **Frank L. Irving,** who retired Sept. 1.

PENNSYLVANIA.—R. E. Pinkham named superintendent-transportation, Chicago. **M. J. Krnich** appointed office engineer, office of superintendent-equipment, Chicago.

ROCK ISLAND.—Albert F. Hatcher, traffic manager, Eastern district, New York, appointed general freight traffic manager-sales and service, Chicago, to replace **John M. Spann,** promoted (RA, Sept. 11, p. 71).

Fred J. Meyer appointed director of personnel in charge of employment, training, pension and group insurance matters, with headquarters at Chicago. **M. E. Parks** named director of labor relations; **E. E. Margason,** labor relations officer (operating crafts), and **R. H. Bright,** labor relations (non-operating crafts), all at Chicago.

TEXAS & PACIFIC.—Raymond C. Parker assistant vice president-operation, retired September 1.

TRAFFIC EXECUTIVE ASSOCIATION—EASTERN RAILROADS.—Orland E. Schultz has been elected chairman, succeeding **Edgar V. Hill,** retired (RA, Aug. 21, p. 35).

TRI-STATE TRANSPORTATION COMMITTEE.—Roger H. Gilman, director of port development, **Port of New York Authority,** has been appointed executive director, Tri-State Transportation Committee. **Hayden B. Johnson,** chief of the planning division of the Port, has been named deputy director of port development of the port authority.

WABASH.—R. B. Eaton, assistant to director of advertising and public relations, appointed manager of public relations, to replace **S. A. Toroian,** resigned.

Chester A. Rose, perishable freight agent, San Francisco, named sales manager there, succeeding **George W. Terry,** retired. **H. A. Bollard** appointed sales representative, Portland, to replace **T. J. Burke,** named perishable sales representative, San Francisco.

R. B. Short appointed superintendent stations and transfers.

Supply Trade

Robert R. Curtis has been appointed sales representative for railroad equipment, St. Louis district, **American Car & Foundry division, ACF Industries, Inc.,** succeeding **Walter H. Pogue,** resigned. Mr. Curtis has been on special assignment to the ACF division's defense product group for the past six months.

John G. Norris named to the newly created position of assistant to the president, **Fansteel Metallurgical Corp.,** North Chicago, Ill.

Railway Service & Supply Corp., Chicago, has appointed **A. T. Cox, Inc.,** Cleveland, as its sales agent, Cleveland-Pittsburgh area.

General Railway Signal Co. has purchased the **Budelman Electronics Corp.** of Stamford, Conn., and will operate it as a wholly-owned subsidiary under its present management. **William Fingerle** is president and **Barnet S. Trott,** vice president.

Warren C. Landis has been appointed manager of railroad sales for **Shell Oil Co.,** New York, succeeding **William B. Garthey,** who will assist Mr. Landis during a transitional period before assuming another position with the company. Mr. Landis was formerly industrial products manager, Baltimore, Md.

OBITUARY

Bertram S. Allen, 66, who retired in 1955 as executive vice president and treasurer of **Franklin Balmar Corp.** (formerly Franklin Railway Supply Co.) died Aug. 24 in Southampton, Long Island, N. Y.

David R. Vogel, 47, district sales manager **Morrison Railway Supply Corp.,** died Sept. 10 at his home in South Holland, Ill.

For '62: 10-13% Gain Foreseen

By J. W. MILLIKEN,
director of research,
Simmons-Boardman Corp.

Carloadings in 1962 probably will rise about 10-13% above those for 1961, reaching a total of 33-34 million. In 1961, despite the rising tide of loadings during the fourth quarter, it is doubtful that final figures will add up to more than 30 million, and may fall a shade below that. Both estimates presume no shooting war, and a cold war no hotter than that now bothering us.

Cautious optimism about next year seems to permeate a large part of the railroad industry these days. However, failure to sight any marked pickup in coal and ore traffic has had a very obvious spirit-dampening effect in some circles. Nevertheless, such a pickup does not seem in the cards. Steel manufacturers report a steadily rising tide of orders from just about all sectors of the economy—except the automobile manufacturers. Once the latter settle their union contract problems they too should be back in the market for steel. Steel demand will in turn create a need for more coal, ore and coke. While the pattern is obvious, most of the benefits to the railroads will not be felt until 1962. For this reason we do not anticipate carloadings of more than 8.5-9.0 million during the fourth quarter, bringing the total for the year to between 29.0 and 30.0 million.

Piggyback traffic growth has slowed down this year. Some further growth may be expected in 1962, but the amount is difficult to estimate accurately. The primary reason for this difficulty is that a few rate actions in some commodity groups can cause a significant bulge in this still relatively small segment of the railroads' traffic. Similar action applied to regular carload traffic would have much smaller effect on overall loadings. Therefore, with tongue in cheek and fingers crossed we'll *guess* that piggyback traffic next year might be 10-15% above this year's levels.

During the fourth quarter of 1960, carloadings were trending sharply downward. In 1961, just the opposite will be true. As the year-end holidays draw near what was described above as cautious optimism should become more bullish. For this reason we would expect that "flexible" budgets would be the order of the day for the railroads. A minimum number of projects would be approved which would require large spending. Other items will be added later in the year as the business situation gets better. Thus, as 1962 wears on there should be increasing amounts of good news for railroad suppliers.

Taking the above-mentioned factors into account, railroad buying next year should total between $2.5 billion and $2.8 billion. That will be an increase of between 20% and 33% from the 1961 figure of $2.1 billion. (It must be remembered that 1961 buying levels are unusually low.) Capital expenditures will make up between $800 million and $900 million of this total, with the rest going for fuel and other things the railroads need to keep operative.

There can be little doubt that the first items of interest on the railroads' shopping lists in 1962 will be specific revenue producers—new freight cars and trailers for piggyback service, plus racks for the handling of automobiles on flat cars. One might guess that somewhere between 50,000 and 70,000 freight cars would be ordered in '62, with the bulk of the orders coming in the last half of the year. As to trailers, that's anybody's guess. Racks, too, are something of an unknown quantity. Reports on buying of these two items received by Railway Age are incomplete.

The freight car ordered today is considerably different from its counterpart of even 10 years ago. A growing percentage of the cars ordered each year is equipped with roller bearings, is built of greater tonnages of alloy steel or aluminum and has better draft gear or underframes doing the work of the draft gear. More and more cars also feature some sort of load-retaining device or anchors to which tie-downs can be fastened, along with steel flooring that still permits the use of nails for blocking. One may confidently predict the continuation and intensification of these trends.

While Class I roads alone probably have at least 1,500 diesel locomotive units which need to be replaced, it seems rather unlikely that much progress will be made next year in reducing this number substantially. In fact, in 1962, the railroads may well fall farther behind in their locomotive replacement program. Nevertheless orders for new diesels, plus those for rebuilding and upgrading, may run as high as 800-900 if by mid-year 1962 it looks as if 1963 also will be a good traffic year.

Other items which promise to have high priority on the railroads' shopping lists in 1962 are: centralized traffic control, hotbox detectors, welded rail and train radio.

Railway Age Index

Index to Volume 150, the latest volume of Railway Age, January-June, 1961, is ready for distribution, and copies may be had by those subscribers desiring them. Requests should be addressed to the Circulation Department, Railway Age, Emmett Street, Bristol, Conn. Subscribers who have in previous years made application for the index need not apply again. They will continue to receive it as long as they continue to subscribe.

MECHANICAL MEETING (*Continued from page 13*)

ernmental restrictions. We have real trouble passing on to the shipping public any of the transportation economies which are made possible by the equipment innovations which CDOA members, and others, are developing.

"A year ago many were feeling that at long last the railroad industry was about to turn the corner to better days. The Interstate Commerce Commission had permitted the adjustment of a few rates, which coupled with new types of equipment, was returning old business and bringing new business to the railroads.

"Almost overnight we were precipitated into one of the most grim and toughest public relations and legislative fights that our industry has ever experienced. Motor carriers and water carriers, in collaboration with James Hoffa, general president of the Teamsters Union, declared war against the new pricing concepts of the railroads, and against piggybacking in particular. Soon after the anti-railroad campaign started, they had a bill, S. 1197, introduced in the Senate. S. 1197 is a cleverly-designed attempt to prevent railroads from asserting fully their inherent economic capabilities and advantages. . . . Pressure brought by railroad employees was necessary to counteract that engendered by the motor and water carriers and the Teamsters. S. 1197 was tabled, held over until the next session. This means that the fight is not over yet."

Registration at the meetings neared 4,000 by mid-week. Exhibits by 121

car and locomotive component suppliers at the Hotel Sherman and by 41 suppliers at the outdoor track exhibits presented dramatic evidence of the technological progress within the industry. Both exhibits, sponsored by the Allied Railway Supply Association, are held in conjunction with the sessions of the Coordinated Mechanical Associations.

Progress in the reduction of hotboxes was discussed by the Committee on Car Lubrication of the Car Department Officers Association. In 1960 cars equipped with journal lubricators averaged approximately 690,000 miles per hotbox set out; cars with waste-packed journal boxes averaged 121,200 miles. "Improvement in performance can be attributed to the increase in the number of journal lubricating devices applied . . . and not to general maintenance and servicing," the committee reported.

F. Peronto, executive vice chairman of the AAR Mechanical Division, commenting on this, said that the improved hotbox record is not due solely to lubricators. He said that over the past few years the Division's program has also involved lubricants, bearing design and metallurgy, journal finish, improved wedges, elimination of cast iron wheels, and improved truck designs. Currently 72% of the U.S. freight car fleet is equipped with lubricating devices.

There were 51 roller bearing hotboxes during 1960 the committee reported. "The performance of roller bearings continues to be excellent," the committee stated. "Of the 53,395 freight cars built new last year, 25,953 were equipped with roller bearings."

A prediction about the future of containerization was made by S. D. Moseley, president of General American Transportation Corp. Calling the container the "lowest common denominator of transportation," Mr. Moseley looked to 175,000 of these boxes in service ten years from now. "Value of the container goes beyond its concept as a vehicle," he said. "It will make possible a whole new concept of distribution."

Discussing today's "fiercely competitive" transportation market, G. T. Bevan, a motive-power engineer in General Electric's Locomotive and Car Equipment Department, told a group of LMOA members that "The customer sets the standard by which he judges the service offered to him—and it is a vastly different standard than that of 10 to 20 years ago. He demands fast, efficient, coordinated transportation, and will take his business where he can get this service. In every case where the railroads have offered such service, they have been rewarded with increased business."

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You Ought To Know...

Governors of 16 states will meet in New York sometime in the near future to discuss railroad problems. The date of the meeting—to be attended by governors of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, West Virginia, Ohio, Indiana, Michigan and Illinois is to be set by Governor Wesley Powell of New Hampshire, chairman of the Governors' Conference, an executive committee of which arranged the meeting. Railroad management and labor representatives will be invited to participate.

Express and package freight shipments via CPR will move faster in Quebec, New Brunswick and Nova Scotia, following consolidation Sept. 18 of all rail and air express, air freight and LCL freight movements into one operation in the three provinces. The new system is being put into effect in an effort to improve efficiency, allow faster movement of traffic and simplify contact with shippers. Ultimately, CPR plans centralized billing, with one statement covering all classes of traffic.

A $400,000 check has been received by Southern Pacific from Random Tours as payment for rental of four SP trains to be used on Random's transcontinental Autumn Leaves and Fall Foliage tours. A record 1,200 passengers will take part in this year's California-New England and return tours.

D&RGW plans to discontinue its Yampa Valley Mail on October 1, and substitute truck service to handle mail between Denver and Craig, Colo. Rio Grande told the Colorado PUC this passenger run went $422,423 in the red during the last two and a half years.

James M. Landis has resigned from President Kennedy's White House staff where he had been special assistant on regulatory agencies. Mr. Landis was author of the so-called Landis Report (RA, Jan. 2, p. 8) which recommended some revamping of the regulatory commissions and called generally for more Presidential attention to those agencies. A former dean of Harvard Law School, Mr. Landis also served in New Deal days in chairmanships of two regulatory commissions—Securities and Exchange Commission and Civil Aeronautics Board.

The shipping and traffic fraternity have overwhelmed Santa Fe's Advertising Department with entries in the "Win A Box Car!" rhyming ad contest—"fruits, or flutes, or two-pants suits, the better way is Santa Fe." ATSF's General Advertising Manager A. A. Dailey is sifting through more than 15,000 rhymes about three items to ship "the better way" to pick winners of mounted model Santa Fe box cars.

Railway brake research and quality control at the Red Lion Plant of the Budd Co. in Philadelphia are expected to benefit from the installation of what Budd describes as "the most advanced dynamometer" ever to be devoted to this field. The new dynamometer uses an electronic analog computer control and feedback system and is capable of simulating the most frequent starts and stops and severest grades encountered by any mainline passenger, freight, commuter or rapid transit train, Budd says.

Industrial engineering techniques have been applied to an analysis of trucking costs in the state of Michigan, with results differing from the traditional method of determining cost distributions to geographic areas, to specific shipping points and to products. Dr. E. W. Smykay, Associate Professor of Marketing and Transportation at Michigan State University discussed the new approach at the first meeting of the 1961-1962 season of New York's Transportation Research Forum.

A new all-piggyback train between New York, Philadelphia and the deep South has been announced by the PRR. According to PRR Vice President, Sales, Fred Carpi, the new train — TT-23 — makes possible piggyback delivery in many southern cities on the second morning from New York, in conjunction with fast freight trains of the ACL, Seaboard and the Southern.

The national fuels study to be made under the terms of S. Res. 105 is one of the most important and constructive actions that will be taken by the present Congress, says Joseph E. Moody, president of the National Coal Policy Conference. "The guarantee of a long-term supply of reasonably priced fuel for American industry and commerce is the most essential single factor in our national security, as well as our future economic growth," Mr. Moody said.

New York Central's high-speed Super-Van Service is being expanded to Cincinnati, Dayton and Columbus, Ohio, NYC Vice President—Sales Wayne Hoffman announced last week. Two new Super-Van trains, carrying solid loads of Flexi-Vans, will offer shippers one-day-faster rail service between major eastern cities and central and southern Ohio points. Second-morning delivery will be provided for Flexi-Van shipments between these areas, Mr. Hoffman said.

Roadmasters' and Bridge & Building Associations meetings opening Sept. 18 at the Conrad Hilton Hotel in Chicago will feature, in addition to committee meetings and reports, these talks: "Transportation Policies and Their Effects on Maintenance of Way Programs," C. E. Bertrand, vice president (operation and maintenance), B&O; "Progress Under Changing Conditions," T. B. Hutcheson, chief engineer, SAL; "Ring Compression Theory of Culvert Design," H. L. White, chief sales engineer, Armco Drainage & Metal Products; "Stand Up and Be Counted," Wayne Johnston, president, IC; "Where to Now in Maintenance of Way and Structures," J. P. Hiltz, Jr., vice president (operations & maintenance), D&H.

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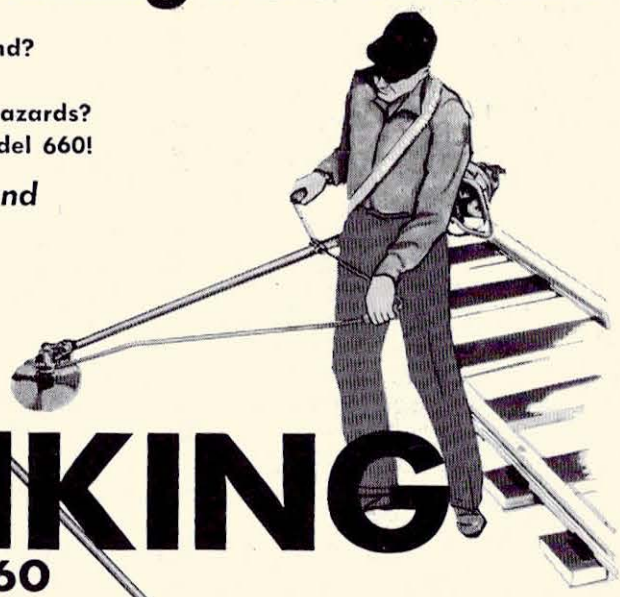

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What Target For Non-Ops?

What frustration—even desperation—must have gained control of the chiefs of the non-operating unions? Could anything possibly, short of such an affliction, have impelled them to come out with a demand for a 25-cents-per-hour wage increase at a time like this?

On the basis of the performance of the railroads in the first half of the current year, their net income for the entire year 1961 has been estimated at about $400 million. If an increase of the size the non-ops are demanding were granted to all railroad employees, 1961's net income would be more than wiped out.

The heads of the railway unions are not uninformed. They know what the trend of railroad traffic and earnings has been for the past few years. They know that industrial production has been running 14% greater in 1961 than it was in 1955, while railroad ton-miles are down 10% and passenger-miles are down more than one-fourth. They know the average hourly pay rate on railroads is up 35% from 1955, while freight revenue per ton-mile has risen only about 1% in the same period.

They must also know that railroad working capital has shrunk alarmingly; that the "rate of return" (only about 2%) is not enough to attract an inflow of capital for renewals and replacements; that there has been a precipitate decline in railroad employment. They must be aware also that any wage increase at all to railroad employees can only worsen a bad situation—and they certainly must understand that railroads cannot stay long in private ownership if current trends of traffic and earnings are not soon improved.

What motive, then, could these labor leaders possibly have in pressing for a substantial increase in wages at such a time as this?

DO UNIONS WANT NATIONALIZATION?

Those who are suspicious by nature may believe the brothers would like to push railroads over the brink into government ownership. Circumstances lend plausibility to that suspicion, but this paper doesn't share it. We do not suppose, however, that the unionists are unduly frightened at the danger of nationalization; but neither do we believe most of them actively favor it. (They know only too well that nationalization has not brought about Utopia for unionists in other countries.) The motives impelling a wage increase demand at this time, we believe, are much simpler (and less logical). If our guess is right, they are two in number, viz.—

- The fact that getting inflationary wage increases every couple of years has become a settled habit with all the national unions (aided and abetted by leading politicians of both parties)—so much so that a union leader who would not ask for more money when a contract expires would run the risk of being accused of flagrant and intolerable heresy; and
- The fact that unions are so set up that it is easy for them to press for higher wages, shorter hours and "fringe benefits"—whereas they have no mandate or experience which induces them to campaign for other objectives which may very well be much more desirable for their members.

IS MORE MONEY THE REAL GOAL?

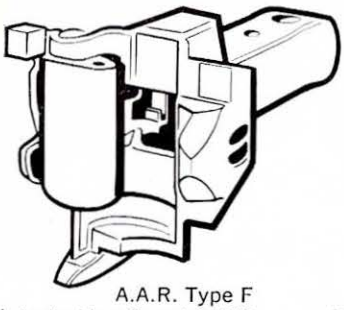
We suggest to the leaders of the non-op unions that it is not higher wages or more leisure or more fringe benefits which actually stand at the top of the list of railroad employees' desires. Rather, what most railroad employees probably want more than any other one thing is—

To be employed by an industry which is enjoying growing traffic and earnings, which has plenty of new capital to spend for renewals and improvements, and which (consequently) is offering increased opportunities for jobs and attractive prospects for promotion.

If some such goal as this is really at the top of the list of unionists' desires—then why should not the unions proceed, as they are fully capable of doing, to put the full force of their political power behind the legislative program embodied in the AAR's "Magna Carta?" It is true the unions have supported some of these goals—but, so far, they have never put the same kind of organized drive behind measures designed to promote the health of the industry that they have in behalf of demands for increased wages and parallel "benefits."

It is time for a change. The traditional union program has outlived its usefulness and effectiveness. Wage demands, if pressed at a time like this, will hinder (and perhaps circumvent entirely) attainment of industry growth and prosperity, which beyond any doubt is what most railroad employees really want, first and foremost.

We'd welcome letters from unionists (their identity not to be revealed unless they desire it) advising whether or not they agree with our opinion as to the goal employees consider most important for their welfare and happiness. Since they are rational and well-informed men, it is just not possible, circumstances being what they are, that they would place a wage increase at the top of their list of desirable objectives.



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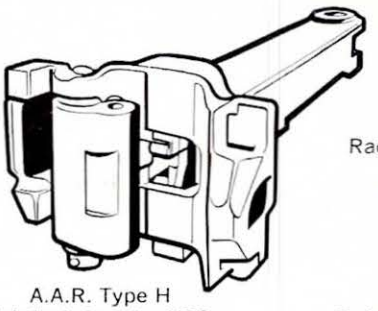

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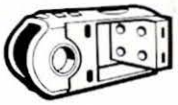

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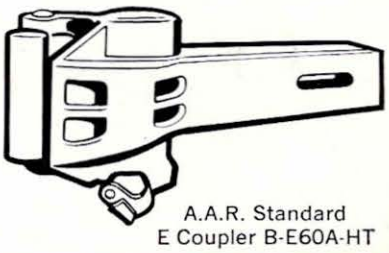

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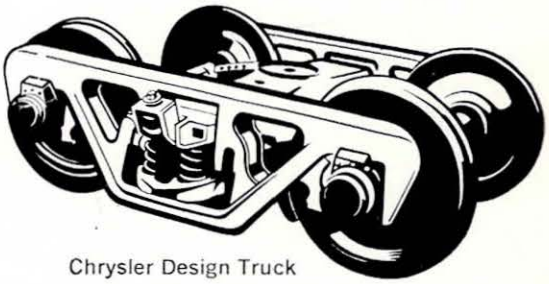

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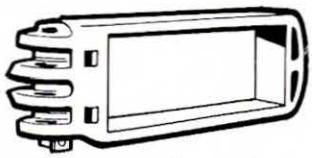

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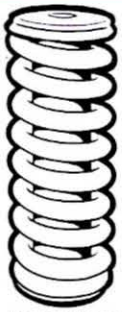
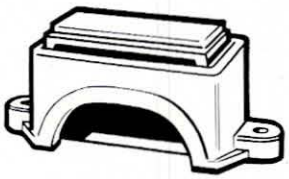
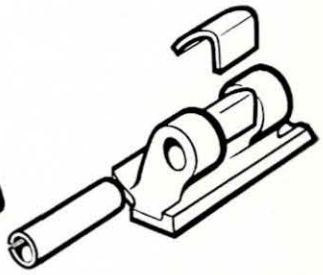


Long Travel Snubber for
Locomotives and Passenger Cars



Rubber Type Resilient
Side Bearing

Composite Articulated
Journal Box Lid



Journal Box Hinge Lug Wear Plate
and Self-Adjusting Bushing

Symington Wayne
CORPORATION

SYMINGTON DIVISION

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GRS AUTOMATIC YARDS

GOOD INVESTMENTS: GRS automatic yards have returned 24.7%, 25%, even 50% on the investment!

SAVE CAR TIME: One GRS yard saved 48 hours; one cut yard time by half; another by 2/3.

CUT EXPENSES: Some examples: $910,000, $1,488,750 —even as much as $4,700,000 in a single year!

UNIFY CLASSIFICATION: A single GRS yard has replaced 6, 7, 8—in one case 11—older yards.

GENERAL RAILWAY SIGNAL CO.
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